

The Hongkong Telegraph.

(ESTABLISHED 1851.)
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January 15th, 1913, Temperature a.m. 60, p.m. 64; Humidity...84, 73.

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No. 8995

癸十初月二十年子壬

THURSDAY, JANUARY 16, 1913.

香港正月十六日

336 THE ARCADE
SINGAPORE 10 CENTS

TELEGRAMS.

HOME RULE BILL.

ITS REJECTION MOVED.

Reuter's
[Service to the "Telegraph."]
London, January 15.

The House of Commons was crowded when the Home Rule Bill came on for third reading.

Mr. Balfour on entering was cheered by the Unionists and then by the Liberals, the latter demonstration being intended as a tribute to the adoption of Balfour's Tariff Reform.

Mr. Balfour, in moving the rejection of the Bill, said he did not deny that the Government throughout had had substantial majorities but the circumstances under which the Bill was carried made that support utterly worthless. The whole proceedings reminded him of the old comedies of intrigue wherein the chief schemer gained the support of the subordinate characters by a different version of his plan and then duped them all—(Loud cheers). He severely criticised the Bill on its Federal aspect and said he was shocked at the utter and dangerous want of comprehension of the Ulster problem.

A Solemn Warning.

Continuing, Mr. Balfour appealed to the Nationalists to try to be fair to Ulster. He asked were the fears of Ulstermen unreasonable in view of what had happened in Ireland in the past and in view of the anti-English attitude of the Nationalists? He warned the House that if calamities arose and if blood were spilled—which God forbid—then the real assassins would be those who never had the courage to face the situation in Ulster.

The Premier's Reply.

Mr. Asquith, in reply, emphasized that what had to be faced was the undiminished and vital demand of the vast majority of the Irish people for Home Rule. This demand had been maintained for a generation with unvarying strength—(cheers). He regretted the absence of Sir Edward Carson owing to illness, for he had been consistent, courageous and resourceful on behalf of Ulster. He (Mr. Asquith) would go any length in protecting minorities, but the plan put forward was absolutely fatal to democratic government. He ridiculed the idea of perpetual friction between the Parliaments of Ireland and Britain, saying common sense and self-interest were the safeguard, besides patriotism and public spirit. When he heard Mr. Balfour, comparing the Government to assassins said he could not help recalling Mr. Balfour's denunciation of the Transvaal not more than six years ago. The Premier concluded with an eloquent appeal to exercise the beneficial influences separating the two countries and to unite them in a fruitful and enduring union.

THE BALKAN CRISIS.

PEACE PROSPECTS REMOTE.

London, January 15.
The Balkan Delegates have informed a representative of Reuter's Agency that they will be ready to leave England immediately after the delivery of the Allies' Note to Turkey.

In well-informed quarters there is but little hope that the resumption of hostilities will be avoided.

Well-informed people in London consider that a little fighting will prove to be the shortest way of securing peace, as Adrianople is not expected to resist another attack.

A message from Sofia says that King Ferdinand and his Ministers are proceeding to Mustafa Pasha to meet General Sayoff and the Commanders of the four Bulgarian Armies.

TELEGRAMS.

UNIONIST POLICY.

NO LEADERSHIP CHANGE.

Reuter's
[Service to the "Telegraph."]
London, January 15.

Mr. Bonar Law, leader of the Unionist Party in the House of Commons, replying to the memorial recently presented to him and to Lord Lansdowne by Unionist members of the House says:—

"It asks us to retain the leadership while altering in one important particular, not indeed the policy of imperial preference, but the method whereby it can most effectively be carried out. This modification is that when the Unionists are returned to power, if, after consultation with the Dominions, it proves to be desirable to impose food duties, they should not be imposed unless they have first been submitted at a general election. While this modification does not involve any principle preventing us from loyally supporting the action desired by the majority of the party, nevertheless it would have been more agreeable to us and, in our view, more in the interest of the party, that a change of method should be accompanied by a change of leaders. The memorial, however, urges that a change of leadership would be fatal to the best interests of the party and the country, and we feel that in view of such expression it is our duty to comply with this request, and this we are prepared to do."

Press Opinion

The Unionist newspapers generally welcome Mr. Bonar Law's letter with relief and thankfulness and are of the opinion that the future may now be faced with calm confidence.

The "Morning Post," though it shares the apprehensions of Mr. Austen Chamberlain, that the change in policy may be disastrous, and points out the defects of a merely negative policy of denunciation of the Government, hopes that a basis is now provided for united and determined action to carry out Mr. Chamberlain's programme by instalments.

MASTERPIECE SMUGGLED.

ARRIVES IN LONDON.

London, January 15.
It is stated that Raphael's masterpiece "Madonna della Quercia" arrived in London yesterday having been smuggled out of Italy. It is now in an hotel in the Strand guarded by detectives.

DUCHESS OF CONNAUGHT

AN IMPROVEMENT REPORTED.

London, January 15.
A message from Montreal says that the Duchess of Connaught's health has further improved. She has been able to take nourishment regularly and sleeps well.

FOOD TAXES.

LIBERALS DESIRE REDUCTION.

London, January 15.
No fewer than 174 Liberal Members of Parliament have signed a memorial to Mr. Lloyd George asking for a reduction in the taxation of tea, sugar, and other articles of food.

TELEGRAMS.

LLOYD'S.

A DISASTROUS YEAR.

Reuter's
[Service to the "Telegraph."]
London, January 15.

The year 1912 was a most disastrous one for Lloyd's, the total shipping losses being over £7,000,000.

The losses would have been much more serious but for the remarkably fine salvaging of the P. & O. liners Delhi and Oceana. Altogether there were 6,031 casualties and 228 ships were totally lost, 82 of which were British.

Every claim was promptly and fully met.

OBITUARY.

LORD ASHBURNHAM.

London, January 15.

The death is announced of the fifth Earl of Ashburnham, at the age of 72 years.
[The Earldom was created in 1730, and the deceased succeeded his father in the title in 1878. He was Chairman of the British Home Rule Association in 1886, and owned about 24,000 acres of land. The title and estates now descend to the deceased's brother, the Hon John Ashburnham, who was formerly in the Diplomatic Service and is 67 years of age.]

RUSSIA AND CHINA.

COMMERCIAL TREATY EXTENDED.

London, January 15.

A message from St. Petersburg states that the Czar has confirmed the decision of the Council of Ministers to extend the Russo-Chinese Commercial Treaty of 1881 for a further decade, simultaneously rendering inoperative the provisions appended thereto for duty-free trade on Russian territory within the fifty verst zone along the Russo-Chinese frontier.

AUSTRALIAN CRICKET.

SOME BIG SCORING.

London, January 15.

A message from Sydney says that New South Wales, in their match with South Australia, compiled the huge totals of 613 and 314 runs, to which V. Trumper contributed 201 not out, O. G. McCartney 125 and 96, and W. Bardeley 90.

South Australia compiled 331 and 412, of which Clem Hill was responsible for 138 and 77 and Moyes 95.

New South Wales won by 84 runs.

IMPERIAL WIRELESS.

THE REPORT AMENDED.

London, January 15.

The Marconi Inquiry Committee has revised its interim Report to the extent of requiring a committee of independent experts, with the Chairman having judicial or administrative capacity, to report within three months on the merits of various systems.

TELEGRAMS.

PANAMA CANAL DISPUTE.

A SETTLEMENT PROPOSAL.

Reuter's
[Service to the "Telegraph."]
London, January 15.

Senator Elihu Root has introduced in the Senate at Washington a Bill to amend the Panama Canal Act by eliminating the exemption of American coastwise vessels from payment of tolls.

A GLOOMY VIEW OF CHINA.

The special correspondent of the "Daily Telegraph" at Peking, in the course of a recent despatch to that journal, expresses gloomy forebodings as to the situation in China. He writes:—

Complete mystery envelops not only China's future, but also what is taking place to-day. A species of political paralysis is combined with unceasing exasperation at the general unworkability of the Republican formula. Yuan Shih-kai has less hold to-day on the general situation than two months ago. The basic reason for the present impasse is the fact that no system of provincial federation was adopted from the beginning of the proclamation of the Republic. In China the province is the sole unit, and if the unity of the country on a workable basis had been made the first desideratum the history of the United States would have been faithfully copied. The Provinces, as self-contained units, show in many cases much progress, and gradually create order by forcible means. But difficulties are being met, and in Hong Kong a struggle is proceeding between an infantry regiment surrounded by thousands of bandits armed with rifles. The regiment has lost many officers, and is now being succoured by an entire division. Meanwhile the Mongolian wound is bleeding steadily. Dr. Sun Yat-sen has been sending Yuan Shih-kai amazing telegrams proving that he is a visionary and has gone openly mad. Like Pythagoras, he now asseverates that numbers are the sole elements out of which the universe is composed, and therefore demands the immediate despatch of half a million Chinese soldiers to Outer Mongolia, next year two millions, and so on, raising the total in the third year to six millions, when "success against Russia will be certain."

EXCESS OF PASSENGERS.

At the Marine Court to-day, before Commander Basil Taylor, R.N., Li Tai, master of the S.L. Bailey was charged with carrying 49 passengers in excess of the number allowed by his licence in Victoria Harbour on January 10.

The defendant, who was represented by Mr. Davidson of Messrs. Hastings and Hastings, pleaded not guilty.

P.C. Joy deposed to seeing the defendant's launch in the south fairway, and, as she appeared overloaded, he stopped her. Going on board he saw that in view of the quantity of luggage he had on board, defendant was carrying passengers in excess. There were 57 on board altogether, as well as 18 others who, the defendant said, comprised the crew.

The Government Marine Surveyor, Mr. McDonald, stated that his measurements showed the space available for passengers to be 476 superficial feet, or space for 68 passengers. The space occupied by luggage was 418 square feet room for 59 passengers. That number had to be deducted. The plea of not guilty was withdrawn and a fine of \$100 was imposed.

For carrying 22 persons in his cargo boat, the same not being persons in charge of goods or luggage, on January 15, Li Tai was fined \$6.

TELEGRAMS.

LINER'S EXPERIENCES.

ADRIFT FOR 50 DAYS.

Reuter's
[Service to the "Telegraph."]
London, January 15.

A most dramatic story of the recent storms is furnished by the Furness liner Snowden Range. She was buffeted about without a rudder in the Atlantic for 50 days and was given up by Lloyd's as lost when she was picked up by the liner Welshman and towed 500 miles. She had to be abandoned in a storm within sight of Queensdown. Two tugs made fast to her but were compelled to leave.

A naval tug then went out but returned, and reported that the Snowden Range had been driven by the gale into the Harbour. She passed over the dangerous Grabbals Rocks, but last evening struck a bank off Spike Island. She now lies on a soft bottom and is safe.

Later.
The Snowden Range has been towed off and is but little damaged.

Furious Weather.
Furious weather continues, and a Russian barque has been wrecked on St. Mary's Island, ten of the crew being drowned.

AEROPLANE FATALITY.

The air claimed two further victims on December 15 at Wembley, Lieutenant Wilfred Parke, R.N., meeting with a disaster while flying a Handley Page monoplane which caused the immediate loss of his own life and that of Mr. A. Hardwick, the manager of the Handley Page Aeroplane Company, whom he was carrying as a passenger. There was a strong wind blowing at the time, but evidently it was not sufficient to deter the aviator, who had had large experience of many sorts of aircraft. A good start was made. The monoplane, which was fitted with a 70-h.p. engine and a device intended to assist in maintaining even balance, rose to a height of about 150ft., and this altitude was maintained while the machine remained in view from the Hendon Aerodrome. The approach of the machine was watched by a fairly large number of spectators, and these appear to agree that Lieutenant Parke, coming to the conclusion that the wind was too strong for the successful accomplishment of his journey, made up his mind at Wembley to return to Hendon. He succeeded in turning the machine, and had begun to descend, just clearing a clump of trees which skirts the golf course, when the wind appeared to strike the tail and turn the machine completely upside down, causing it instantly to plunge headlong to the ground.

Dr. Goddard, of Wembley, who was summoned, found that in each case life was extinct. Shocking injuries had been sustained, including fractures of the legs and skull. In each case death was due to shock.

At the inquest, the jury returned a verdict of "Accidental death," and expressed the opinion that the officers should not be allowed to make experimental flights without permission from the authorities.

The following is a list of officers of the Army and Navy who have lost their lives: aeroplane accident:—

Lieut. R. A. Cammell, Sept. 17, 1911.
Capt. E. B. Loraine, July 5, 1912.

Staff Sgt. R. H. V. Wilson, July 5, 1912.
Capt. Hamilton, Sept. 6, 1912.

Sec. Lt. A. Wyness-Stuart, Sept. 6, 1912.
Lieut. O. A. Bettington, Sept. 10, 1912.

Sec. Lieut. E. H. Hotchkiss, Sept. 10, 1912.
Lieut. W. Parke, R.N., Dec. 15, 1912.

TELEGRAMS.

KING ALFONSO.

LEARNING OF SOCIALISTS.

Reuter's
[Service to the "Telegraph."]
London, January 15.

Reuter's correspondent at Madrid reports that King Alfonso is striking out on a new line. He is summoning the Republican and Socialistic leaders to the Palace to learn their views about different political questions.

JAPANESE STOWAWAYS

Discovered on a Steamer for Australia.

Eleven Japanese males and two females were arrested on the Yawata Maru, when she was about to leave for Australia yesterday. They were stowed away in No. 2 cargo hold. L. S. Wills supervises four watchmen at the instance of Mr. Gabriel, of the Government service in Australia, who was in Hongkong some time ago, to search for any stowaways for Australia on the steamers of the E. and A. N.M.L., N.Y.K., and B. and S. If stowaways arrive in Australia and are discovered, the shipping company will be fined £100 per head.

At the Police Court, to-day they were charged.

It was stated that money from 100 to 175 Yen had been paid to the storekeeper on a promise to land the people at the first port they touched in Australia. All the male defendants were pearl fishers and the women were widows.

Mr. Hazeland said there was obviously an agent who had passed them on board ship and got one of the crew to smuggle them through to Australia.

L.S. Wills said such was the case, as some of the defendants had receipts for the money they had paid.

One of the defendants said he was going to Manila to engage in pearl fishing.

L. S. Wills stated that Japanese were not allowed to engage in pearl fishing in Manila. One of the women paid £4 in English money and the other 30 Yen to be landed in Manila, where they were going to be dressmakers.

Mr. Hazeland said the people were not real stowaways, as the passage money to Australia was only \$30, and they were being smuggled. He would fine them \$150 or two months' hard labour each.

DEATH IN VICTORIA GAOL.

At the Police Court, this afternoon, Mr. Hazeland, and a jury consisting of Messrs. C. C. Hickling, R. C. Graft, H. Davidson and Abdul Gaffoor Saffid inquired into the death of a prisoner named Yau Sam, aged 60, who died in Victoria Gaol.

A. G. Passmore, the Chief Warder, said that the deceased was sixty years of age. He was admitted to the gaol on January 3rd, having been convicted of being in possession of counterfeit coins, and keeping an opium den. He was sentenced to one month's hard labour on the first charge, and three months' hard labour on the second charge.

Warder Macaulay said deceased was handed over to his care in the hospital the previous day. After being in the hospital for some time he showed signs of collapse, and expired later. Witness had summoned the medical officer in the meantime.

Dr. O. W. Kenny, Medical Officer of the Victoria Gaol, deposed to attending the deceased. Death, in his opinion, was due to chronic opium poisoning. Deceased had evidently been an opium smoker.

A verdict of natural causes was returned.

TELEGRAMS.

EAST AFRICA.

SANITATION IMPROVEMENTS.

Reuter's
[Service to the "Telegraph."]
London, January 15.

In the House of Commons, Mr. Harcourt announced that he is considering, in consultation with the Governor and expert advisers, the best means of improving the sanitation of Nairobi and the East Africa Protectorate generally.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Duchess of Connaught has further improved.

A Russian barque has been wrecked on St. Mary's Island, ten being drowned.

In a cricket match noteworthy for high scoring New South Wales beat South Australia at Sydney.

Mr. Bonar Law and Lord Lansdowne have agreed to retain the leadership of the Unionist party.

King Alfonso is summoning to the Palace the Republican and Socialistic leaders to learn their views.

It is considered in London that a little fighting will prove the shortest way to peace in the Balkans.

Senator Root has introduced a Bill to eliminate the exemption of American coastwise vessels paying Panama Canal tolls.

The year 1912 has been a most disastrous one for Lloyd's, the shipping losses totalling over seven millions sterling.

The Imperial Government is considering the best means of improving the sanitation of Nairobi and East Africa generally.

The Furness liner, Snowden Range, after exciting experiences, went ashore at Spike Island, but has been towed off with slight damage.

It is stated that Raphael's masterpiece "Madonna della Quercia" has been smuggled out of Italy and has arrived in London.

Liberal M.P.s to the number of 174 have petitioned Mr. Lloyd George for a reduction of the taxes on tea, sugar and other articles of food.

A committee of independent experts is to report within three months on the merits of various wireless systems, regarding the Imperial chain.

The Russo-Chinese Commercial Treaty of 1881 is to be extended for a further decade, with certain deletions from the provisions appended thereto.

LOCAL.

Sergeant T. Pitt defeated Mr. McLennan in a billiard match last night.

The annual meeting of the committee and scholars of the Peak School was held yesterday evening.

To-day we publish a short review of the stay of the King's Own Yorkshire Light Infantry in the Colony.

In the case in which a junk master sued the s.s. Loongseong to recover damages for collision, judgment has been given for the owners of the Loongseong.

Notices



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FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts
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SAMPLE BOTTLES FREE
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APIOL-STEEL
PILLS**

A French Remedy for all irregularities,
Disorders of the system, such as a
Martine's Pills in the lower, so that on the first
day of menstruation the system is
fully down and in good health. Those who
use Martine's Pills find their health
improved. All Chemists and Druggists
throughout the World, or post free to
MARTIN, Chemist, Southampton, Eng.

**MARTIN'S
APIOL-STEEL
PILLS**

**PEAK TRAMWAYS CO.
LIMITED.**

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to
11.30 p.m. every 15 minutes.
SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.
NIGHT CARS at on Week Days.
SATURDAYS.
Extra Cars at 11.45 p.m.
SPECIAL CARS.
Arrangement at the Company's
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MEN D. HUMPHREYS & SON.
General Managers,
Hongkong, 2nd Nov. 1911.

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of every description.
Pioneers in the Design and Manufacture of
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Hongkong and China.
**THE TAIKOO DOCKYARD & ENGINEERING CO.,
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Agents,
BUTTERFIELD & SWIRE.
Hongkong, 23rd September, 1911. 42

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Hotels.

HONGKONG HOTEL A LA CARTE GRILL ROOM.

New Open. J. H. LAPOART,
Manager. 126
Hongkong, 20th April, 1911.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths;
Electric Light and Fans Throughout; Large Comfortable Lounge; Private
and Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and Dinner. SPECIAL DINNERS
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN
SUPERVISION. Special Rates For Married Families. On Application To:—
Tel. No. 197. **F. REICHMANN,**
PROPRIETOR. 162

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CENTRALLY situated, up-to-date Hotel. Recently renovated, and under
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Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate. First Class accommodation for Families and Tourists.
For particulars and rates apply to PROPRIETORS.
Telephone, 170. Telegrams "Astor." 124

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H. HAYNES,
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Hongkong, 1st Aug., 1912. 155

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6 YEN AND UP.

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trains and steamers. Luggage are
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guests.
Hongkong, 1st Feb., 1912. 152

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Notices

WE BEG TO ANNOUNCE



that we can now manufacture on our premises
the new Kryptok Invisible bifocal Lens.

The old style of cement bifocals with their
disfiguring and annoying dividing line has
been supplanted by a new lens with two foci,
the upper portion of the glass for distance and
the lower for reading, ground from one single
piece of glass.

You who wear two pairs of glasses may
now use one pair instead. No one can tell
that you wear bifocals. No smart to blister;
no thin segments to lose off.

Call and inspect this line. We grind
Kryptok in regular or toric form.

WE LEAD, OTHERS FOLLOW.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS. CHATER RD.
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MANILA
OFFICES
78, ESCOLT

OUR CONTEMPORARIES.

China Mail.

Hongkong Ladies' Benevolent
Society.

As for the women, young or
old, who may come alone to the
Colony, what are and who are
such women that receive no pro-
per protection of some sort from
relations or friends? For the few
that might really be desirable
"guests" there are well-conducted
hotels, and for those unable to
pay for such accommodation, they
naturally come under the proper
purpose for which the Benevolent
Society was founded. Doubtless,
a hostel might be useful for many
purposes that are at present ably
undertaken by the Y.W.C.A., but
that, of course, is not the purpose
of a hostel. The hostel would very
probably, as stated, be supported
by missionaries passing through,
and in that respect would serve a
good purpose. If however, mis-
sionaries require a hostel here,
why does not some Missionary
Society establish one? We repeat
that there is no apparent need for
such a place in the Colony and
we believe that it would be in-
advisable for the Society to call
upon the public for subscriptions
for anything apart from the legiti-
mate purpose for which they
exist as a body—and for that
purpose, we feel sure, there will
always be, as there has been this
year, judging by the fact that
there is a surplus, a sufficiently
adequate response.

South China Morning Post.

Improvement in Trade.

Evidently the quiet persistent
work carried on by the officials
in Canton is bearing fruit, the
administration is awakening con-
fidence and winning appreciation,
and the marked influx and efflux
of trade are proof that the de-
velopment forecasted will come to
pass on a large scale. Hongkong
should materially benefit by the
enhanced prosperity of the
people in the coast port as well as
the millions in the two southern
provinces. The Chinese New
Year is not usually a period for
commercial progress, but it is
hoped—and confidently asserted
by shipping folk—that we have
entered upon a new era in the
month. The Chinese is a business
man as a rule, he is conscious of
the possibilities of his country,
and now that the reform party is
enjoying the sweets of office the
progress dreamed of by the san-
guine sons of the young republic
will be hastened by co-operative
and extensive effort. It is hoped
that development on many lines
and in many spheres will take
place, and that our colony will
share in the commercial awaken-
ing of this part of the East.

Daily Press.

China's New Budget.

To meet this "ordinary" ex-
penditure, amounting in all to at
least \$460,000,000, there is avail-
able an estimated revenue of
\$255,000,000, which may, if Mr.
Chou's financial reforms prove as
lucrative as he forecasts, be in-
creased to \$455,000,000, so that
apparently with expenditure cut
down to the last possible dollar
and revenue screwed up as high as
possible, China will still be un-
able to pay her way, and must
get deeper and deeper in the
quagmire of indebtedness with
every year that passes, at all
events until 1940, by which date
the Boxer indemnity should have
been paid off. No one, of course,
believes that China is so poverty-
stricken a country as this would
imply, so the only possible de-
duction is that her main sources
of revenue need to be thoroughly
overhauled and their machinery
organized in such a way as to
ensure the least possible leakage
of revenue in the course of trans-
mission from the pockets of the
taxpayer to the Treasury. As we
have pointed out, a drastic
supervision of the land tax (which
should be based on an exact
survey) should result in an in-
creased revenue sufficient in
itself to meet all Mr. Chou's
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IT WILL HELP TO SAVE LIFE.

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Manager, International Banking Cor-
poration, Shanghai.

Hongkong, 24th January 1912 116

GENERAL NEWS.

Sarawak Crocodiles.

Eighty-three crocodile were brought into the Kuching Police Station during the first half of the year (1912). They had a total measurement of 464 feet 11 inches and reward amounting to \$175.50 were paid out.

English Beet-Sugar.

English-made beet sugar will evidently soon be on the market, for samples are now available of the product of the Anglo-Netherland Sugar Corporation's factory at Cantley, Norfolk. We can testify, says a home paper, to the good colour and crystalline character of this home produce and to its sweetening qualities.

Miss Marie Hall.

Miss Marie Hall, the well-known violinist, who is expected in Singapore shortly, made her Ceylon debut at the Public Hall, Colombo, on the 13th inst. She proceeds from there to Kandy, giving a recital there on the 16th, and a final one in Colombo on Friday, 17th, before returning to India. These three recitals will be under the patronage of the Governor.

Aeroplane Collision.

In an aerodrome near Paris a monoplane, piloted by a Siamese officer, named Nathaniel, collided with a biplane piloted by M. Collardean, with M. Dolcaso's son as passenger. Both biplane and monoplane fell a hundred feet, all the occupants being injured. M. Dolcaso's arm and collarbone were broken. The accident was attributed to M. Collardean, flying on the left-hand side, contrary to the rule of the air.

Rangoon Man's Mysterious Disappearance.

Rangoon, Dec. 24.—Mr. H. G. Bowyer, a partner of the firm of Messrs Bowyer, Sowdon and Co., Rangoon and Mandalay, disappeared on Sunday morning while the steamer "Ava" was Table Island on the way to Rangoon from Europe. A fruitless search was made on board, and the matter was reported to the Captain. Bowyer had sunstroke last January while at Mandalay and on recovery went home in March and was now returning after a holiday. (M. Times.)

Sir W. Conyngham Greene.

The King held a Privy Council at Buckingham Palace on 16th inst. During the proceedings Sir W. Conyngham Greene, who will shortly leave England to take up the Ambassadorship at Tokyo, was sworn of the Council and kissed hands upon his appointment as His Majesty's Ambassador Extraordinary and Plenipotentiary at Tokyo. His Majesty also received the Rt. Hon. Sir Claude MacDonald, upon relinquishing his appointment as His Majesty's Ambassador Extraordinary and Plenipotentiary at Tokyo.

Japanese and Chinese Competition.

Mr. Bonar Law, in the course of an important speech on Tariff Reform and Imperial Preference at a great meeting held at Ashton-under-Lyne, on 15th inst., remarked:—"Lord Crove seems to think that Indians desire Protection even against us. So far as I can judge, so far as cotton goods are concerned, the competition which they have most reason to fear is not that of Lancashire, it is the competition of Japan and perhaps of China. Well, will it not be of immense advantage to India to be able to protect themselves if they pleased against the competition likely to be most deadly to them?"

More of the Putumayo Atrocities: Sir Roger Casement was recalled at the sitting of the Putumayo Atrocities Committee on December 7, to give further information as to one or two points with which he did not deal thoroughly on the previous occasion when he gave evidence. He stated that at the suggestion of the Foreign Secretary he attended in an unofficial capacity several board meetings of the company which had been called to discuss reform measures in Putumayo. At the third meeting, on July 5, 1911, he suggested that the wisest course would be to despatch someone in whom the directors had complete confidence with a view to dispensing with the services of their manager at Iquitos, in whom he himself had no confidence. The board concurred, one member going so far as to say that he would get rid of the manager.

TO THE WHITE HOUSE.

Difficulties in A President's Path.

An aspirant for the Presidency of the U. S. A. may be defeated in his ambitions and subjected to reprehensible criticism the moment his candidacy is announced, notwithstanding the fact that he may have been long in public life and that his record may have been an open book to all.

Probably, no Presidential candidate has suffered in this respect more vitally and notoriously, says Mr. Champ Clark, than the late James G. Blaine, in his day the perpetual candidate for White House honours, just as Henry Clay had been in his. Consider the memorable campaign of 1876! Samuel Jones Tilden, the most eminent lawyer ever nominated by a great party for the Presidency, was the Democratic standard bearer, Rufus B. Hayes being, of course, the Republican. Hayes, who was seated by the Electoral Commission, was, at the breaking out of the Civil War, City Solicitor of Cincinnati and was mounting rapidly in his profession. He had fought his way to a Major Generalcy in the Great Struggle and had made himself very popular in Ohio by refusing, in 1862, while in the field, a nomination for Congress. "God moves in a mysterious way His wonders to perform," way His wonders to perform. Hayes was refusing to resign his commission and to go to Congress, was helped, almost shoved, into the White House.

In 1873, to the wonder of all, to the humiliation of the Republicans and the boundless joy of the Democrats, Ex-United States Senator Allan, variously known as Old Bill and Rise-up William, defeated Governor Edward T. Noyes for re-election in Ohio. Governor Allan was one of the foremost advocates of Greenbackery and, though past the Scripturally allotted three score and ten, was an astonishing campaigner. If this enthusiastic Greenbacker should be re-elected, it was generally believed that he would sweep the country for President in 1876 on a Democratic platform made to suit him and containing, of course, a strong Greenback plank. This sorely depressed the hard money adherents everywhere, the consequence being that the Ohio Republicans set up Hayes as their gubernatorial candidate in 1875, more on his war record than anything else, on a hard money platform. After a canvass which attracted international attention, Hayes won by a plurality of less than six thousand.

Blaine was the leading candidate at the moment. John Sherman, who hated him with the virulence of one having a genius for hatred, brought out Hayes, more to dissuade the Buckeye delegation from supporting the Man from Maine than with the hope of nominating his candidate. Roscoe Conkling, another great Presidential possibility always doomed to disappointment, was favoured by Grant and Brewster, Secretary of the Treasury and destroyer of the Whiskey Ring, was the Reform candidate. It was a notable field. On the first ballot the vote stood: Blaine, 285; Morton, of Indiana, 125; Bristow, of Kentucky, 113; Conkling, of New York, 99; Hayes, 61; Hartranft, of Pennsylvania, 58; Jewell, of Connecticut, 11; scattering 3, with 370 necessary to nominate. Blaine was a pronounced favorite with the masses. The famous, or infamous, Mulligan letters, so dramatically injected into the campaign, weakened him then and for all time, however.

The chances are that he would have been nominated had it not been for the Mulligan letters and the sunstroke. As a fact, and according to general belief, he would have been nominated in spite of these severe handicaps but for as contemptible a trick as was ever played on a Presidential candidate. Blaine had gained slowly in the Convention till the sixth and next to the last ballot, when the vote stood: Blaine 308; Morton 85; Bristow 111; Conkling 81; Hayes 113; Hartranft 50; scattering 5. The ballot was taken just before a recess for supper, with a night session to begin at eight o'clock. The Blaineites had bitterly fought the adjournment, but were over-

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Hongkong, 13th Aug., 1912. [588]

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Hongkong, 22nd May, 1912. [885]

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Hongkong, 13th Jan., 1913. [1050]

come. Nearly every one expected that the Plumed Knight would be nominated during the evening; but lo! there was no night session. And why?

When the delegates reached the convention hall, it was in total darkness. Somebody had cut the gas-pipes leading to the hall, and they could not be fixed in time to hold a night session! During the evening the anti-Blaine plotters united on Hayes, and on the first and only ballot the next morning he won with 334 votes—five more than necessary—as against 351 for Blaine and 21 for Bristow.

The most spectacular and famous feature of that Convention was the Ingersoll Plumed Knight speech nominating Blaine, which, more than anything else, will go far toward saving both Blaine and Ingersoll from oblivion. Of the popular vote in that Hayes-Tilden campaign—even accepting the count of the Republican Returning Bards in Louisiana, Florida and South Carolina—Samuel J. Tilden had a plurality of more than a quarter of a million over Hayes, the figures standing: 1,284,157 for Tilden; 4,033,950 for Hayes; 81,740 for Peter Cooper and 9,522 for Green Clay Smith, with 2,636 scattering.

The Electors from Louisiana, Florida and South Carolina would decide the matter, and both sides claimed that their candidate had won. The Senate was Republican, and the House Democratic, however, and could not agree; so the Congress devised an Extra-Constitutional Commission of fifteen, to be composed of three Republican and two Democratic Senators, three Democratic and two Republican Representatives, and five Supreme Court Judges. The five Judges, according to the original arrangement, would have been Messrs Clifford and Field, Democratic; Miller and Strong, Republican; and David Davis, of Illinois, independent in politics and anxious to be President himself some day. By the light of subsequent events, he would really have decided the matter, as all the Republican Commissioners voted for Hayes and all the Democratic for Tilden. Each party had hopes that Davis would decide for their candidate, as otherwise such an arrangement would never have been entered into.

DYSPEPSIA.

While one of the commonest of the so-called minor complaints, dyspepsia is responsible for an inordinate amount of suffering. Indeed, it affects some people so terribly that they actually dread to take food. Many conditions produce this disorder, which may last so long and become so severe that the unfortunate sufferer becomes exceedingly thin, weak, anemic, and the victim of many nervous conditions.

It is obvious that a food which is so digestible that it causes no pain for discomfort is the first necessity towards a cure.

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Jack Johnson Fined.

Jack Johnson has been fined for having assaulted a newspaper photographer who photographed him as he was being led to prison with his wrists handcuffed.

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Acknowledgement.

Chief Inspector Baker and family do me to thank the community of Hong Kong and especially the Inspectors, Sergeants, Constables, and the Indian and Chinese members of the Hongkong Police for the kind letters shown them in their sad bereavement.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 16, 1913.

THE DEFENCE PROBLEM.

There has recently been published a little booklet under the title of "Lord Roberts's Message to the Nation," which should be in the hands of all who have the welfare of the British Empire at heart. It is in reality a collection of recent speeches and letters by the veteran Field-Marshal on the subject of national defence, together with a pointed introduction and some useful explanatory notes. Very naturally, the relative merits of universal manhood training and of voluntary service are compared, and those who have followed the views of Lord Roberts on this subject will scarcely need be told that he makes out a strong case for the former system. This is a matter which we have often touched upon, but there are some points brought out by the writer of the booklet, especially in regard to the objects of the National Service League, which are worth while emphasising.

Among Imperialists none, perhaps, have been more maligned or misrepresented than Lord Roberts himself, and it is somewhat pathetic that the veteran warrior, with a noble career behind him, should find it necessary in the evening of his life to have to protest that in all his arguments for the furtherance of the views he holds, he has had but one purpose in sight—the good of the nation and the safety and greatness of the Empire. "It is," says Lord Roberts, "for my fellow-countrymen to judge between me and those who have, willingly or unwillingly, misinterpreted my purpose or misstated my words." One of the chief charges levelled against Lord Roberts and the League of which he is such an enthusiastic supporter is an alleged wish to root out the existing Territorial Force in order to establish in its place an army system modelled on German lines. The distinguished Field-Marshal, however, roundly denies that there is or ever has been, any antagonism on the part of the National Service League towards the Territorials as a body. In fact, the maintenance and expansion of that Force is desired, but it must be made efficient as a military machine and rest on the firm basis of universal military training of the manhood of the nation, instead of as at present—on insufficient service given with difficulty by a patriotic minority. The point is driven further home when, after acknowledging the good that has been done by the Territorial Army, Lord Roberts says, "we do not conceal our opinion that, resting as it does on voluntary enlistment alone, it can never become a force on which the country can rely for its protection in time of peril."

There is no doubt that opinion is gradually veering round to an acknowledgement of the soundness of the arguments of the National Service League. Out-and-out, unadulterated conscription may be—nay is—repugnant to Britishers, but if some scheme can be devised aiming at periodic compulsory training of the nation's young manhood, there is no doubt that it would to-day command very general approbation and be adopted in a thoroughly good spirit.

Panama Canal Toll Dispute.

The latest development in the dispute between the United States and Great Britain over the question of the Panama Canal tolls is contained in a telegram appearing elsewhere to-day stating that Senator Root has introduced into the Senate a Bill to amend the Act governing this matter by eliminating the exemption of American coasting vessels from paying tolls. This we consider to be the only just solution of the vexed problem. It is true that such a course would mean the absolute abandonment of the position taken up by America, but that position, in face of the Hay-Pauncefote Treaty, is, to our way of thinking, an untenable one. Clause 3 of that Treaty provides that the Canal shall be free to the vessels of commerce and war of all nations, "on terms of entire equality, so that there shall be no discrimination against any such nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise, such conditions and charges of traffic to be just and equitable." The proposal to exempt American coasting vessels, therefore, however natural it may seem in view of the huge expenditure which the construction of the Canal involves, flies in the face of a solemnly concluded Treaty. It is sincerely to be hoped that Mr. Root's Bill will pass into law, and thus dispose of a matter which threatens to estrange the solid friendship at present existing between John Bull and Uncle Sam.

King Alfonso and The Socialists.

The King of Spain must be said to have displayed considerable tact as well as nice feeling in summoning the Republican and Socialist leaders to his palace to learn their views on the big political questions of the day. Even if no tangible political result should arise from the meeting, His Majesty's action is calculated at least to drive from the minds of the Socialist deputies the notion that they and their party are held in contempt by the Crown. Neglect and continual snubbing are responsible for the very existence of a large proportion of the Democratic party in any European country; for men are but overgrown children, and it is not unnatural that the man who is conscious of being handicapped socially should feel embittered against what the snobbery of the Church Catechism terms his "betters." Hence he will not only be in a continual state of revolt against the ruling power, but (if he have the requisite strength, determination and personality) will even struggle to rise high above that power and, Cromwell-like, to crush it under his feet.

Latin Democracy.

Having regard to the temperament of the modern Latin peoples, it is difficult for us Britishers to realise or believe that democracy (in the accepted sense of the word) is altogether a good thing for them, or that its growth among them is by any means a sign of racial strength. Some might even go farther and say that its prevalence marks the decay that is the beginning of the end. We have yet to learn that the South American countries are as flourishing as they would be under a monarchy; it is too early in the day to say how the change has affected Portugal, but few people will claim that Republican France is the power—morally and politically that Monarchical France was. Granted, there was a time when people of Latin blood flourished better under a republic. But what a Republic! Times and persons and characteristics—and terms—have changed since the days when Rome was ruled in this fashion; and centuries of subsequent hereditary monarchy would seem to have made it impossible for any other government system to succeed fully where the descendants of its people are concerned.

An Indian Appointment.

The King, on the recommendation of the Secretary of State for India, has been pleased to appoint Mr. William Tennon, of the Indian Civil Service, to be a Puisne Judge of the Calcutta High Court in succession to Mr. Justice Chatterjee, Indian Civil Service, retired.

DAY BY DAY.

The man who always does what he wants, rarely does what he ought.

Calendar.

We have to acknowledge, with thanks, the receipt of a neat little desk calendar from the Hongkong Rope Manufacturing Co., Ltd.

Stolen Clothing.

A man who stole two pieces of clothing, was sent to goal for two months and ordered four hours' stocks, at the Police Court this morning.

Merrie England.

We understand that the rendering of "Merrie England" by the Philharmonic Society will probably be given on Saturday February 8.

The Unfortunate Coolie.

A ricksha coolie from Kowloon reports that a passenger he had, knocked him down and pushed him down a hill after stealing his purse.

Leaving for Home.

Mr. Hiram McWhorter, of the Secret Service in Manila, has been in the Colony for several days, and leaves for his home in Michigan, on 6 months leave, by the s.s. Tenyo Maru to-morrow.

Unexplained Attack.

Two men have been removed to the hospital from Hung Hom suffering from stab wounds which they state were inflicted by some one they do not know. They cannot give any reason for the attack.

Meeting Postponed.

The Meeting of the Volunteers to decide whether a ball should be held this year or not, was to have taken place last night, but owing to the smallness of the attendance, the same had to be postponed.

Noted Passengers.

Among the passengers who left Hongkong by the Yawata Maru yesterday were Mrs. and Miss Morrison, mother and sister respectively of Dr. Morrison, Political Adviser to the Chinese Government. They have been spending a holiday in North China.

A Bit of Bacon.

A man was arrested coming down the spout of a house in Queen's Road West, and at the Police Court this morning he was charged with stealing rashers of smoked bacon valued at \$7. He was sentenced to two months' imprisonment and four hours' stocks.

Alleged Jewellery Robbery.

A servant girl from Tai Hang has reported to the police that four men, two of whom were armed, entered the house where she was living and robbed her of jewellery, valued at \$170. She was gagged by the men. Later two men were arrested in connection with the affair.

GARRISON
BRANCH C.E.M.S.

The Garrison Branch of the Church of England Men's Society held a Social, last evening, in the Chaplain's Room, Scandal Point. The attendance was rather small, but this was accounted for by the fact that there were so many counter attractions just now in the Colony. Various games were played during the evening. Music was provided by a gramophone kindly lent by Mr. W. Davies, Manager of the Seamen's Institute, who also catered for the refreshments.

At the close of a very enjoyable evening the Chaplain called for speeches from the outgoing members. Messrs. Heath, Neal, and Hart spoke in turn and thanked the members for the kindness which had always been extended to them at the meetings and hoped that the work in the Garrison would prosper.

The Chaplain thanked the members very heartily for their loyalty in various Church duties which they had carried out. The Rev. Mr. Marshall, Chaplain to the Forces at Singapore, spoke at some length and appealed to all Churchmen to unite in making the Church a great power in this colony in particular and in the world generally. The Chaplain he said was like the stroke oar in a boat's crew, who depended upon the remainder to work with him in everything. A very happy and pleasant evening was brought to a close about eleven o'clock.

THE K. O. Y. L. I.'S

A Review of the Regiment's Work in Hongkong.

When such an important body of men as the King's Own Yorkshire Light Infantry leave Hongkong it is natural that some sort of gap will be made in the social and sporting circles of the Colony, which will last for some time until the new arrivals settle down and get into their stride. In the case of the K.O.Y.L.I.'s their departure will be felt the more keenly in that they have made themselves so generally popular, that practically no function was complete without their help in some form or other. Taking the regiment as a whole, it is doubtful whether a better body of men has ever been to Hongkong. Generally sturdy, living healthy lives, keen on every kind of sport, while not behind hand in the social world, they have been a decided acquisition to the colony, whose loss will be Singapore's gain.

Splendid Traditions.

The regiment has a fine history; traditions of noble behaviour are the basis of its corporate life, and to say that the men have acted up to these traditions is to give them the faintest of praise. Associated with the regiment is Minden Day, a fête kept in memory of the old 51st Foot's prowess at the battle of Minden. On that day the trooping of the colours has proved a popular spectacle, which has consistently been well attended. On these occasions the band has done good work, as in fact it has done in many other directions. Thanks to the courtesy of the Colonel and officers of the regiment, the band under the baton of Bandmaster Moss, has done much for music in the Colony.

Music and Theatricals.

Hardly an amateur function has been complete without their aid; and most orchestras have been indebted to them for help in filling in parts. More than that, hundreds have had pleasure in listening to the open air performance given at the Murray Barracks officers' mess on Tuesday evenings, and at Church parades on Sundays.

Turning from music, notice must be made of the amateur theatricals given at Mount Austin. They were undoubtedly features of the winter season. The officers responsible, usually under the leadership of the indefatigable Capt. Agg, scoured the Colony for talent, with the result that we cannot remember an entertainment being staged which was not excellent. As a result, beside the enjoyment that was given, several of the local charitable institutions in the Colony have benefited to no little extent.

The Sporting Side.

Even had their activities ended here the K.O.Y.L.I.'s would have been badly missed, but in the sporting side their activities made them a factor to be reckoned with in nearly every branch of athletics. Among the officers were some good polo players. Some were good riders and in the gymkhana events some good work was done, especially in the tent pegging events. Golf and cricket also received attention, and some good players turned out for the premier clubs of the Colony.

Amongst the men the healthy love of sport was keenly fostered, and the number of teams in football and cricket was a fitting reflection of the enthusiasm of the regiment. In football, the K.O.Y.L.I.'s held a good record, turning out an eleven equal to most, and quite capable of giving an excellent account of themselves. In cricketing circles Corporal Dempsey secured Interport honours, and played so well and so consistently that his place was always secure in premier cricket. The fistic art had also many exponents, and the remembrance of the good assault at arms arranged by the regiment and the Royal Inniskilling Fusiliers is still green in the minds of many. Among the names of the winners might be found those of Pte Tunny, Pte Smith O. Co., Pte Lyscott O. Co., Opl. Champlain, Pte Worthington, Pte Wilks, Pte Bates, Pte Potter, Pte Mayall and Pte Richards. This brief survey of the activities of the regiment which leaves these shores to-morrow, will serve to indicate the large part it

THEATRE ROYAL.

"The Second Mrs. Tanqueray" and "Tribby."

There was a good attendance at the Theatre Royal last night when Mr. Allan Wilkie and company presented Sir A.W. Pinero's four act play "The Second Mrs. Tanqueray." In the first act, Miss F. Hunter Watts, as Paula, the second Mrs. Tanqueray, seemed uncertain for some time but in the second act she let herself go and from then until the curtain was dropped she was at her best. The same remarks apply to Mr. B.A. Pitter but Mr. Wilkie had little to do in the part of Cayley Drummie, though he was clever.

Of Mr. Arthur Goodsall as Captain Hugh Ardale, the men so much concerned with Mrs. Tanqueray's past, and the deciding factor in her future, little was seen, but he was clever, and during the time that he was on the stage, particularly in the meeting with Paula as Mrs. Tanqueray, he held his audience in a firm grip. He had an awkward part to play and he played it superbly.

The moral of the play lost nothing by the handling of the company, and the acting of both Miss Hunter Watts and Mr. Pitter in the climax was stirring and finished.

"Tribby"

The Allan Wilkie Company bring their season to an end to-morrow evening by a production of George Du Maurier's famous play "Tribby." The play, it is interesting to remark, was put into rehearsal and produced at Shanghai, at the request of the newly formed "Playgoers' Society" and it speaks volumes for the ability and versatility of Mr. Allan Wilkie and his colleagues that in the space of one week they were able so excellently to stage this old favourite.

The story of the play is too well known to need recapitulation, but in view of the facts stated regarding its production at Shanghai, it is interesting to quote the criticisms of a Shanghai paper.

As Svangali, it says, Mr. Wilkie scored the greatest success of his present season. Aided by a fine make-up and a truthful dialect he made the part very convincing; his business with Tribby was good but in his final death-struggle he might be more effective if more restrained.

Tribby was in the clever hands of Miss Watts; this lady has been successful in all the portrayals she has undertaken and her representation of the name part adds another picture to her gallery of triumphs.

Mr. G. F. Weir as little Billie at once got the sympathy of his audience and by his fine acting easily maintained it. Mr. Philip Gordon was as good as ever in the part of Sandy and his humorous work more than made up for his variations in the Scotch dialect. Tribby was made very lifelike by Mr. R. A. Pitter whose make-up was particularly convincing.

Mr. Arthur Goodsall had a part that suited him like the proverbial glove in Geckoy, his humility, passion, and delivery being finely produced. Mr. Stafford Dawson was very amusing as the Rev. Thomas Bigot, while Mr. S. Hicks as the American colonel got a laugh whenever he spoke.

Miss Nora Craigie put in a neat little character sketch as Madame Vinard; Miss Littlewood as Mrs. Bigot, Miss Clouston as Angela and Miss Clenchy as Honorine also call for favourable mention. To-morrow's production is awaited with interest.

Up-to-date French China. French China will have become within the next few years one of the most interesting places in the Orient for the tourist says an American paper. Recent improvements made on the Saigon, the capital, a model French city and other cities are likewise becoming modernized. There is a chain of very beautiful open houses through the country, the one at Saigon being a miniature of the grand opera houses at Paris. Six months of every year French China reveals in opera, the troupe being subsidized by the French government. Boulevards and parks are on the increase, and each year sees the construction of more beautiful buildings.

THE PEAK SCHOOL.

Last evening the third annual meeting of the committee and the parents of scholars of the Peak School was held at No. 2 the Peak, by the courtesy of Mrs. Tisdall Mr. G. A. Tisdall was in the chair.

The proceedings opened with an interesting presentation to Mrs. Knight the teacher, by the scholars. Mrs. Knight is about to leave the Colony, and, on behalf of the scholars, Miss Sheila Tisdall, handed her a set of handsome silver fish knives.

At the meeting which followed, the accounts for the period February to December were presented and adopted. They showed a total income of \$1,113.06, of which \$1,052.50 were fees, \$1.84 interest, \$8 Scout fees and a balance from the previous account of \$11.04. Against this were the fees to teachers and the scoutmaster, \$905.50, stationery \$13.58 books etc. \$11.35, sundries \$3.85 cheque book \$1.25, leaving a balance in hand of \$133.43.

The election of officers which followed resulted in the re-election of the Bishop of Victoria as Chairman. Mr. E. T. Williams was appointed hon. secretary, and Mr. G. A. Tisdall hon. treasurer.

HUGHES MUSICAL COMEDY COMPANY.

The booking for the opening performance of the Hughes Company opened this morning at Moutrie's and there promises a good demand for seats. The repertoire for the short season, commencing at the Victoria Theatre next Sunday night, is as follows:—Sunday 19th, "The Grafters"; Monday and Tuesday, "A Day at the Races"; Wednesday and Thursday, "The Speculators"; Friday and Saturday, matinee and evening, "The Bull Fighters" and "Three of a Kind"; Sunday, matinee, evening, and Monday, "Spedlbounder's Dream."

The prices will be \$2 and \$1; soldiers and sailors, 70 cents. At the matinees, prices will range from 50 cents.

The company left Shanghai by the Persia to-day and may be expected in Hongkong on Sunday morning at daylight. A special lanch and two large lighters will be in readiness to remove the many tons of baggage to the theatre and hotels.

The company stage each production completely, each change requiring at least two changes of scenery, and sometimes as many as twelve changes of costumes for the chorus and ballet.

SECRET SERVICE OFFICER.

Mr. C. R. Trowbridge, who is the Head of the U.S. Secret Service at Manila, arrived in the Colony to-day by the s.s. Spatillo Maru, and leaves to-morrow by the s.s. Tenyo Maru for the U.S. on his vacation.

Mr. Trowbridge made the statement to a representative of the "Hongkong Telegraph" to-day that July 4th, 1913 would probably mean the passage of the Jones Bill which provides for the appointing of the New Philippine Republic by the President of the U.S.A., and Mr. Trowbridge said, the complete abandonment of the Islands by the U.S. government.

Mr. Trowbridge returns to Manila to resume his official duties in 10 months' time.

Oriental Students in the States.

China and Japan together send more students to the United States than the entire Continent of Europe, China sending 549 and Japan 415, while 251 come from the United Kingdom, 143 from Germany, 120 from Russia and Finland, 96 from Turkey in Europe and 313 from the rest of Europe.

SPECIAL CABLES.

THE CHINESE LOAN
QUESTION OF INTEREST.

[Our Own Correspondent].
Shanghai, January 16.
The Suxupie Group is asking 5 per cent. interest on the Loan to China.
China has replied that Mr. Crisp offered a loan of 20 millions sterling at 5 per cent.

THE SALT GABELLE.

FOREIGNER AS VICE-PRESIDENT.

[Our Own Correspondent].
Shanghai, January 16.
Mr. J. F. O'Connell, Commissioner of Customs at Tientsin, has been appointed Vice-President of the Salt Gabelle.

CRIMINAL LIBEL ACTION.

Magistrate Declines to Reduce the Bail.

At the Police Court, this morning, before Mr. C. D. Melbourn, the case in which Talat and Patel suitor Tata and Ollia for criminal libel was mentioned.

Mr. Lewis of Messrs. Johnson, Stokes and Master, who appeared for the defendants, said that at the present time both defendants were on bail of \$2,000. That sum was fixed by arrangement with Mr. Brutton, (Messrs. Brutton and Heit), who was the solicitor for the complainant; the people did not want to go into gaol. He asked his Worship to reduce the bail very substantially. It would be appreciated that the whole basis of the charge of criminal libel was that the document which purported to cause the libel was likely to cause a breach of the peace and, if they were found guilty, they would be bound over for a period to be of good behaviour and pay the costs of the other side.

Found the Bail.
Mr. Brutton opposed the application, and said if his Worship would refer to the order he would see that a heavy penalty could be imposed. They had actually found the bail, and it was in Court. He failed to see any hardship on the amount being still deposited in Court, and he asked his Worship to allow the bail to stay as it was.

His Worship:—But why is the delay?
Mr. Brutton:—My friend asked in the first for the delay so that we might have counsel here. I am ready to go on at any moment.

Mr. Lewis:—It was agreed on both sides.
Mr. Brutton:—I am prepared to go on without counsel. The arrangement was that, if it was postponed to suit his convenience, there would be postponement to suit mine if it was necessary, but there is no need for it in any case.

His Worship:—What is the reason for opposing the application? There is no fear of the men leaving the Colony.
Mr. Brutton:—There is a possibility of their going. That is what I am instructed.

A Cash Security.
Mr. Lewis:—There is no probability. These men have had to pay a cash security, and they are not overburdened with money, and for business men to have \$2,000 tied up by the Court is a very great hardship.

His Worship:—But there is no necessity for a cash security.
Mr. Lewis:—I know that, but they have not been able to get other than a cash security.

Mr. Brutton:—That is one reason why bail should not be granted.

His Worship:—Mr. Tata is a well-known man in the Colony. He could get someone to put up security.

Mr. Lewis said that was not the point—the bail was absolutely out of proportion. He suggested that \$500 each would be sufficient.

His Worship said he could not see how he could reduce the bail. He advised Mr. Lewis to see his clients and ask them to get someone to act as security.

The case was adjourned for a week.

JUNK AT FAULT.

Judgment in Cross Actions Following a Collision.

In the Supreme Court on December 10 and succeeding days, the Chief Justice, Mr. W. Rees Davies, K.O., with whom sat Commander C. W. Beckwith, R.N., Assistant Harbour-master, as assessor, had before him the case in which the owner of a Chinese junk, named Yeung Hing Hi, 78 Main St., Aberdeen sought to recover the sum of \$4,000, from the Indo-China Steam Navigation Co.'s s.s. Loongsang, as damages sustained in a collision which took place of Waglan on May 21, 1912. There was a cross action—the two being consolidated—in which the Indo-China Steam Navigation Company sought to recover \$350 from the junk owner.

Mr. Eldon Potter, instructed by Mr. F. X. D'Almeida Castro appeared for the plaintiff, and Mr. M. W. Slade, K.O., instructed by Mr. E. Davidson, of Messrs Hastings and Hastings, appeared for the defence.

An Important Issue.

The question of the existence of proper lights on the junk became an important issue in the case. The plaintiff, deposed that there were two lights showing prior to the collision, one at the mast head and the other on a pole at the stern. The one at the mast head was on an endless rope, was burning ground nut oil, and the ropes were made fast to a cleat in the stays. When the collision occurred the rope broke above the knot and the lamp fell into the sea.

This statement of the case was combatted by the defence. To-day the Chief Justice delivered the following judgment:—

A Question of Lights.

These are consolidated actions claiming damages for a collision which took place on the early morning of the 21st May, some twelve miles from Waglan Light-house. It was agreed by both sides that the only point that I had to adjudicate upon was whether the junk Yeung Hing Hi carried the necessary lights on the night in question, which would exempt the s.s. Loongsang from any liability owing to the collision. I had the advantage of the assistance of a Naval Assessor at the hearing and, after conferring fully with him on the evidence taken I have arrived at the following conclusions: It seems the foremost light of the junk was hoisted through a block or pulley attached to an iron crane at the foremost head and hoisted by halyards, both parts of which were clove hitched to the shroud or back stay. According to the evidence of the master of the junk, when the collision took place the crane was fractured and the clove hitch parted and the whole outfit went overboard. This the witness spoke to, as what he actually saw after the collision. It certainly appears to be almost impossible for the witness to have seen the knot broken, as he alleged, at the time of the collision, and I should think that if the crane had been fractured and the halyards had gone overboard, the clove hitch would have parted with the strain, and that also the last place a rope would part is where it is at rest, such as the actual centre of the hitch would be.

Saw No Broken Stump.

As to the after lamp, the master alleges that the broken mast remained standing for some time after the collision and was afterwards taken away by some unknown person. I think that it is quite possible with a violent jerk, such as the collision would cause, that the after lamp may have gone overboard with the fractured staff, but it is undoubtedly strange if I accept the evidence of Mr. Cumming that there was no portion of a mast or step remaining or any sign of it, when the junk was examined directly after the collision. Mr. Cumming, second officer of the s.s. Loongsang, who was on the watch at the time of the collision, stated that he examined the junk alongside his vessel and could not see any broken stump near the mizzen mast, furthermore that on the day of the action he went to Aberdeen for the purpose of seeing whether there was any socket in the deck

as alleged, and that he could find no signs of a hole or socket where it was said to be fitted.

Now as to the contradictory evidence on the question of light, I am advised that it would be almost impossible for the officers of the watch on duty on the bridge to miss the ordinary lights shown by junks a mile off. Mr. Cumming had, he stated, made Waglan Light, and so both he and the look out man would certainly be all the more on the alert. He says that he was using his night glasses and that he had seen the light of another junk some distance away and that the first he saw of the Yeung Hing Hi was when her foresail and mainsail were slightly ahead on the port side of the stem of the ship and that she was heading right across, the bows of the ship.

It is certainly unsatisfactory that Mr. Cumming was the only witness available on the defendant's behalf, but after a full consideration of the evidence, I am of the opinion that the junk in question at the time of the collision was not carrying the necessary lights. I am not asked to assess damages. I give judgment for the defendant in the first action and for the plaintiff in the second action with costs.

BOXING.

Will Bux Win Back His Title?

I have been informed by Mr. Harry Kelly, of the Grand Hotel, that it is his intention to start the show at Theatre Royal, on Saturday, sharp at nine o'clock, and to stage one bout after the other with the rapidity of succession that pictures follow each other at a cinema. There is a big programme and a move in the direction named is essential to the success of the evening's entertainment. The move is a good one since it has also for its purpose the convenience of the people who reside up on the Peak and at Kowloon. The show should finish about half past eleven and this gives patrons ample time to catch either ferry or tram. Mr. Kelly makes a happy observation when he states "There will be no tough guys on the stage issuing promiscuous challenges. All challenges will be issued through the M.C." The referee is to be a military officer and this is a feature that will be appreciated by the lovers of boxing. It is hardly necessary to say that under these circumstances there will be no nonsense and everything will be kept orderly at the pain of those who attempt to cause any inconvenience whatever.

Bux, it appears, should have proceeded to Manila where he has engagements awaiting him, but, at personal inconvenience, he has put off his trip so as to meet Smith and he is determined to go on to the Islands with his title back in his keeping. It must not be forgotten that Bux only lost on points to Potter here and that there was something that one could not clearly understand in the first trouble with Smith at the Stadium. He certainly lost to Smith on a foul but, as we are all open to mistakes, we must give him an opportunity to prove that he prefers to win without leaving any nasty taste in the mouth.

Merrit who is now doing well with the flyers in the United States could not do anything with Bux when they met in Manila, and the great Tim had to accept Bux as his equal since he made a draw with him over ten stiff rounds.

Well, Mr. Kelly have given Bux a golden opportunity to re-instate himself as the dandy feather of the Colony and it is up to him to prove to the Colony as well as to the promoter that he fully appreciates the treatment he has received in Hongkong. On Saturday there is no doubt he will do so, and that the best man will win is the wish of

Xaverian.

GAMBLERS FINED.

Seventeen men appeared at the Police Court this morning, one charged with keeping a house in First Street for the purposes of gambling, and the others for gambling. The "keeper" was fined \$50, and the remainder \$2 each.

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THE LATE MRS. BAKER.

The funeral of the late Mrs. Elizabeth Baker, took place yesterday afternoon at the Happy Valley Cemetery when a large number of police officers and others assembled to pay a last tribute, by their presence, to the memory of the deceased lady. The chief mourner was Chief Inspector Baker. The service was conducted by the Rev. V.H.O. Moyle, Chaplain to St. John's Cathedral, while Inspectors Withers, Cameron, Fenton, Gordon, Watt, and McHardy acted as bearers.

There was a very large number of wreaths sent by the deceased lady's many friends, including those from:—

Mr. Baker and family, Mr. and Mrs. F. J. Bodeley, Mr. and Mrs. McHardy, Mr. and Mrs. Collett, Insp. and Mrs. Kerr, Insp. and Mrs. Gourlay, Sgt. J. Lee, Mr. and Mrs. Garrod, Sgt. Mess, Central Station, Sgt. and Mrs. Allee, Sgt. J. R. Taitall, Sgt. G. Watt, Sgt. Clarke, Mr. and Mrs. Culliford, No. 5 Station Mess, Pe's Talloch and Clarke, P.O. Sullivan, Mr. and Mrs. Gordon, Mr. and Mrs. J. McLeod, Mrs. Brabazon Barlow, Mrs. Duncan, Mr. and Mrs. Cameron, Insp. Fenton, Murison, M.O. Sullivan, and McDonald, Mr. and Mrs. J. J. Watt, No. 7 Station Mess, Gande Price & Co. Ltd., Mr. and Mrs. Ingham, Mr. and Mrs. Gerrard, John Ross and family, Mr. and Mrs. Woolley, No. 2 Station Mess, Mr. and Mrs. Aspery, Mr. and Mrs. Angus, Dr. and Mrs. Bell Miss E. Maker, Sisters Gorman and Lee, Mr. and Mrs. Kent, Mr. and Mrs. Green, Pe. 84 Murphy, Mr. and Mrs. A. Lane, Mr. Burchill, Chinese Detective Staff, European Revenue Officers, Insp. and Mrs. Sim, Mr. and Mrs. S. J. Clarke, Members of the Indian Police, Sergeant Interpreters, Kwok Yan Po, So Mang Hing, So King Man, and Chan Chak Lau, United Mark Lodge, Miss Millington, European Detective Staff, United Chapter, Tai Yau Opium Farmer, Ho Kum Tong, Chinese Force, Central European Constable's Mess, Lin Shan Ping, Hongkong Pressmen, Pe. 122, D'Almeida, United Service Lodge No. 134, Sgt's Mess H.K. Police Station.

To-day's
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LOST.

LOST OR STOLEN: A small fox-terrier bitch, black and tan head, white streak down nose—black spot on right flank and black "billy tail"—Answers to "Tiny." Liberal reward given on same being returned to P. H. Helyar, Rait & Co., Queen's Building, Hongkong, 16th Jan. 1913.

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 MANILA...YUEN-SANG...Saturday, 18th Jan., 2 P.M.
 SHANGHAI-SWATOW...KOON-SHING...Sunday, 19th Jan., at daylight.
 SINGAPORE, PENANG & CALCUTTA...KUM-SANG...Monday, 20th Jan., 2 P.M.
 MANILA...LOONG-SANG...Saturday, 25th Jan., 2 P.M.

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 N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.
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 Further particulars may be obtained at the Office of the Company.
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BOMBAY via Singapore and Colombo	RANGOON MARU Capt. Kamoshita T. 6,000	MONDAY, 20th January.
CALCUTTA &c.	HAHAKATA MARU Capt. H. Nomura T. 12,500	SATURDAY, 26th January.
AMERICA &c.	SADO MARU Capt. K. Noda T. 12,500	FRIDAY, 17th Jan., at Noon.
	SYOKOHAMA MARU Capt. K. Noda T. 12,500	TUESDAY, 28th Jan., at Noon.
EUROPE &c.	MISHIMA MARU Capt. A. E. Moses T. 18,000	WEDNESDAY, 29th Jan., at daylight.
	KAGA MARU Capt. G. Tabara T. 12,500	WEDNESDAY, 12th Feb., at daylight.
N'SAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler T. 9,800	WEDNESDAY, 12th Feb., at Noon.
AUSTRALIA &c.	KUMANO MARU Capt. M. Winkler T. 9,800	WEDNESDAY, 12th March, at daylight.

† Cargo only.

‡ Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	18,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	18,000	26th February.
Hitachi Maru	13,000	12th March.
Miyasaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirao Maru	16,000	7th May.
Tango Maru	13,000	21st May.

FOR AMERICA.

Inaba Maru	12,500	11th February.
Shidzuka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	14th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
HAIPHONG	"SINGAN"	18th Jan., 10 a.m.
SHANGHAI	"ANHUI"	18th Jan., Midnight.
TSINGTAU & CHEFOO	"SHUNTIAN"	20th Jan., 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	21st Jan., 4 p.m.
SHANGHAI	"CHENAN"	23rd Jan., 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MAJILA LINE.—Twin "crew Steamers "Tea" and "Taming" in saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Amaki, Oshana, Linan, Chinkua), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

TELFORD & SWIRE,
 Agents,
 Telephone No. 36,
 Hongkong, 15th January, 1913.

Shipping

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	F. S. MacMurray	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 16th Jan., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 26th Jan., 4 P.M.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 NEW YORK, PHILIPPINES, CHINA, JAPAN, LTO.
 Philippines Carnival Feb. 1 to 3 1913.

For sailing on Jan. 25, special reduced rate, HONGKONG-MANILA & return \$50.00. Return tickets are available for one month from date of issue. No Poll tax.

For Freight or Passage apply to
 SHEWAN TOMES & CO.
 GENERAL MANAGERS
 Hongkong 7th January, 1913. [14]

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tilmahli	JAVA	1st half Jan.	JAPAN	1st half Jan.
Tikinh	SHANGHAI	1st half Jan.	JAVA	1st half Jan.
Tibodas	JAVA	2nd half Jan.	SHANGHAI	2nd half Jan.
Titaroom	JAPAN	2nd half Jan.	JAVA	2nd half Jan.
Tiliwong	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
Tilintap	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
Tijmanock	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tijpanas	JAVA	1st half Feb.	SHANGHAI	1st half Feb.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
 JAVA-CHINA-JAPAN LIJN,
 Telephone No. 375 York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
 PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)
 Steamer Tons Captain Date of sailing
 S.S. "Tenyo Maru" 22,000 E. Bent Jan. 17th, Noon.
 S.S. "Shinyo Maru" 22,000 H. S. Smith Feb. 11th, Noon.
 S.S. "Chiyo Maru" 22,000 W. W. Greene Mar. 11th, Noon.
 S.S. "Nippon Maru" 11,000 A. G. Stevens April 1st, Noon.
 These steamers are equipped with Turbine Engines and Triple Screws.
 All steamers carry Japanese Government wireless telegraph and post office.
 The steamer "Tenyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 17th January, at Noon.
 INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 1st April, 1913, at Noon.

SOUTH AMERICAN LINE

In connection with the National Railway of Mexico at Salina Cruz and the Tehuantepec National Railway at Salina Cruz.
 Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.
 PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).
 Steamer Tons Date of Sailing
 Kiyo Maru 17,200 Saturday, February 1, Noon 1913.
 Bujo Maru 10,500 Thursday, April 3, Noon 1913.
 Hongkong Maru 11,000 Wednesday, June 4, Noon.
 For Further Particulars as to Passage and Freight, apply to
 S. MORIMOTO, Agent,
 (KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	17,000 tons, twin screws.	15,000 tons, twin screws.	18,000 tons, twin screws.
Also Nile, 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.
 Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.
 THE COST is not more by this route, with its unrivalled opportunities, than by any other route. For return ticket to London the cost is but 40s, including berth and meals across America, to San Francisco via Japan and Honolulu the cost is 45s. For the INTERMEDIATE SERVICE first class accommodations are provided for 45s to London (return ticket 40s) and to San Francisco 45s. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers:	Tons	Starting	Jan. 28th	at 1 p.m.
Korea	9,000		Feb. 4th	at 1 p.m.
Siberia	18,000		Feb. 18th	at 1 p.m.
China	10,200		Feb. 25th	at 3 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG—MANILA SERVICE.		From MANILA.	
Leave Hongkong.	Arrive Manila.	Leave Manila.	Due Hongkong.
Feb. 25 CHINA	Feb. 27	Feb. 21 MANCHURIA	Feb. 23
Mar. 18 NILE	Mar. 20	Mar. 8 NILE	Mar. 10
Apr. 15 PERSIA	Apr. 17	Mar. 16 MONGOLIA	Mar. 18
May 13 CHINA	May 15	Apr. 6 PERSIA	Apr. 7

LET US PLAN AN ITINERARY FOR YOU
 King's Building (opp. Blake Pier) FRID. J. HALTON, Telephone No. 141
 Hongkong, 16th September, 1912.
 Panama-Pacific International Exposition—San Francisco—1915.

MEE CHEUNG.
ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.
 DEVOTED TO PHOTOGRAPHY & ENGRAVING.
 Hongkong, 1st May, 1911.

WING KEE & CO.

47-49, Cornuaught Rd.
 SHIPCHANDLERS,
 PROVISION & COAL
 MERCHANTS
 Hongkong, 23rd May, 1912.

LOG BOOK.

Steamship Co. to be dissolved.

At a general meeting of the Rangoon Steam Navigation Co., Ltd., held at Rangoon, after scrutinising the accounts of the last three years, the committee decided that further progress by the company was quite hopeless, and a motion for its dissolution having been unanimously carried, a liquidator was appointed. The dredger-building industry seems to have shared in the general prosperity of the shipbuilding industry during the year just closing. Thus the well-known firm of Wm. Simons and Co., Ltd., of Renfrew, Scotland, report that they have constructed six dredgers, besides three pontoons and a barge, the total tonnage being 7,643 and the indicated horsepower 12,080.

Sold to the H. A. L. A shelter-deck steamer, with a deadweight carrying capacity of about 9,250 tons, on a draught of 25ft. 6in., to steam 12 knots, at present being built and engineered by Messrs. Wm. Duxford & Sons, Sunderland, for delivery in March, was purchased by Messrs. Howard Houlder & Co., London, and re-sold to the Hamburg-Amerika Linie, for about \$91,000, including extras.

The Wreck of the Rosecrans. Astoria, January 8.—Of the men caught in the wreck of the old transport Rosecrans not a single one escaped with his life. Most of those lost when struck on the bar were carried down and drowned in the wreck but three managed to make their way to the topmast, which projected from the water, and there they clung for several hours. They could be made out from shore and by lifeboats that put off to the relief of the stamer but it was impossible to rescue them. Huge seas were breaking over the wreck and the boats could not go near enough to take them off or pick them up if they went into the sea. The list of the dead numbers 33.

The C. P. R.'s New Boat. Beyond the cable message from Ottawa, say the "E. and O. Express" nothing has been made public regarding the contract which the Canadian Pacific Railway Company have placed with Messrs. Barclay, Curle and Co., of Glasgow, for two new steamers, but it is understood that the vessels will not be of the "Empress" type, and so will not compare in size, speed, or accommodation with the two ships which the Fairfield Shipbuilding Company are constructing. They will, however, be high-class liners of the intermediate type—much finer than the "Lake Champlain" and the "Lake Canibon," which they are intended to supersede. These vessels are of 7,400 and 9,700 tons respectively, but the new ships will measure 12,000 tons each, and will have a speed of 16 knots as compared with the 13 knots of the older steamers.

Determining Position by Wireless.

At the second general meeting of this session of the Institution of Engineers and Shipbuilders in Scotland, held at Glasgow, a paper on "The Determination of a Ship's Position at Sea by Wireless" was submitted by Mr. J. Erskine Murray. The author of the paper referred at length to two electrical methods which are at present in use. The Balini-Tosi wireless compass, if fitted on board a ship, enabled the navigator, he said, to determine the bearing of any ordinary station on sea or land, while the Telefunken compass made possible the determination of the bearing of any land station fitted with the special apparatus, even though the ship station was of the ordinary type, without special fittings. In the latter case, however, the ship was unable to determine the bearing of any ordinary wireless station. There were advantages in both systems, and the choice of one or the other would be decided largely by the nature of the apparatus at the coast stations with which the ship was most frequently in communication.

Fillet Haddock, Kippers, Blasted, Smoked Fish, Fried Fish, and Chipped Potatoes.
 ALEXANDRA CAFE CO.

Shipping

HAMBURG-AMERIKA
LINIE.INC ONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and
Port, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
" O. J. D. AHLERS, 11th Feb.	S.S. ARMENIA, 24th Jan.
" SILESIA, 15th Feb.	For Rotterdam, Bremen & Hamburg:
" SUEVIA, 15th Feb.	S.S. FURST-BULOW, 25th Jan.
" SPEZIA, 26th Feb.	For Havre & Hamburg:
" SCANDIA, 10th March	S.S. ALTMARK, 6th Feb.
" SITHONIA, 23rd March	For Marseilles, Bremen H. & Antwerp:
	S.S. GOLDENFELS, 10th Feb.
	For Bremen & Hamburg:
	S.S. BRISGAVIA, 8th March.
	For Havre Bremen & Hamburg:
	S.S. O. J. D. AHLERS, 16th March.
	For Vancouver & Portland (Or.):
	S.S. SITHONIA, 22nd March.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.BRITISH INDIA S. N.
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBE, HONGKONG AND RANGOON.

WESTWARD.

At noon, and will be followed by the S.S. "UPADA" 5257 ton-
nage, Capt. Logan, sailing hence on or about the 20th January 1913 at noon,
taking cargo at current rates.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.Telephone No. 215,
Hongkong, 14th January, 1913.

LOG BOOK.

Hamburg Shipyard on Fire.

A fire broke out in the ship-
building yard of Messrs. Blohm
and Voss at Hamburg on Decem-
ber 20 and quickly assumed
serious proportions. The model
rooms were destroyed before the
fire was got under control.

Reduction of Light Dues.

The order of His Majesty the
King in Council, making a re-
duction of 25 per cent. on the
light dues in respect of the Great
Bassess Lighthouse, the Little
Bassess Lighthouse, and the
Ministry Lighthouse, has been
published in the Ceylon Official
Gazette.

C. P. R. Mate's Death.

The death occurred at Vancou-
ver last month of Lieut. Claude
E. Daniel, R.N.R., late second
officer of the R.M.S. Empress of
India, as a result of double
pneumonia contracted during the
voyage across from Japan. The
funeral took place on December
4, and the pall-bearers were all
Royal Naval Reserve men Captain
Beetham, Captain Pybus, Captain
A. H. Reed (the Harbour Master),
and Captain A. O. Cooper. The
circumstances of the death of
Lieutenant Daniel, who was well
liked by his brother officers, and
who held a double-first for torpedo
work and gunnery, were peculiar-
ly sad, as had he been well, he
would have left port with the
Empress of India promoted to the
position of first officer. He was
only married some eighteen
months ago.—"Japan Chronicle."

Collision at Wosung.

A collision occurred at Woo-
sung on the 10th inst., between
the Bank Line str. Knessa and
the Japanese str. Katsuyama
Maru. The Katsuyama Maru
arrived at Wosung from Japan,
with a cargo of coal, on the 9th
and dropped anchor for the night.
The Knessa, inward bound from
New York, via Hongkong, came
into collision with her, as a result
of which the Katsuyama Marusustained severe damage. As the
latter steamer came up river in
the morning, in tow of the
tug-boat Vulcan, it was seen that
her stem, from about two feet
below the water-line, was twisted
to starboard, bringing the port
haws-pipe right amidships. The
haws-pipe had been broken and,
apparently, the port anchor was
missing. She was two feet down
by the head, but evidently the
bulk-head had held.

Oil for White Star Ships.

The White Star Company has
taken an important step in con-
nection with the alterations to
the steamship "Olympic," now
being carried out by Messrs. Har-
land and Wolff at Belfast. These
alterations include the construc-
tion of what is practically an
inner or second shell, divided
from the outer shell by three feet.
The owners were greatly exer-
cised as to how that space be-
tween the shells could be utilized,
and it has now been decided, the
"Daily Telegraph" says, to use
the space in the forward
and after bunkers for the
carriage of oil, which in turn will
be used in one of the boilers as
fuel for an experiment. The
owners are hopeful that the trial,
which will begin immediately
after the "Olympic" resumes her
trips next spring, will be entirely
successful, and in that event,
provision will be made on the
new White Star steamship "Brit-
tania," now in course of construc-
tion at Belfast, for the utilization
of oil as fuel, the whole of the
space in that vessel between the
two hulls being used for storage
purposes.Clyde Shipbuilding in the
Past Year.The annual returns of ship-
building and engineering on the
Clyde are now practically com-
plete, and they show the largest
output yet recorded for a single
river in any country. On Clydeside
no fewer than 381 vessels
were launched last year with a
total tonnage of 642,214, an in-
crease of nearly 12,000 tons over
1911. Marine engineering had
also a "record" year, the output of
machinery totalling 877,125 in-
dicated horse power, an increase
of nearly 80,000 horse power,
of which the Katsuyama Maru

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Moormouthshire.	J. M. & Co.	18 Jan., about
London and Antwerp via Singapore, &c.	Novara.	P. & O. Co.	22 Jan., about
London via Usual Ports of Call	India.	P. & O. Co.	18 January
Havre and Hamburg, &c.	Altmark.	H. A. L.	6 February
Havre, Bremen and Hamburg, &c.	Brigavia.	H. A. L.	8 March
Rotterdam, Bremen and Hamburg, &c.	Fuerst Buelow.	H. A. L.	25 January
Mexico, Peruvian and Chili via Japan	Kiyo Maru.	T. K. K.	1 February
Cape Ports via Mauritius	Duneric.	Bank Line.	End of February
Copenhagen and Baltic Ports	Centon.	A. N. & Co.	23 January
Marseilles	Goldenfels.	H. A. L.	10 February
Trieste via Singapore, Penang & Colombo, &c.	Koerber.	S. W. & Co.	19 January
Trieste, Fiume, Venice via Singapore, &c.	Vorwaerts.	S. W. & Co.	1 Feb., about
Marseilles, London and Antwerp	Mishima Maru.	N. Y. K.	29 January
Naples, Genoa, Algiers, Gibraltar, Southampton	Prinz Ludwig.	M. & Co.	22 January

New York, San Francisco and Canada.

Boston and New York	Lovat.	D & Co.	28 Jan., about
San Francisco via Shanghai and Japan, &c.	Persia.	P. M. Co.	28 January
do do do do	Korea.	P. M. Co.	4 February
do do do do	Tango Maru.	T. K. K.	17 January
Victoria, B.C., and Seattle via Shanghai, &c.	Sado Maru.	N. Y. K.	17 January
Victoria, B.C., and Tacoma via Keelung, &c.	Mexico Maru.	O. S. K.	5 February
Victoria, B.C., and Tacoma via Japan, &c.	Seattle Maru.	O. S. K.	23 January
Vancouver	Monteagle.	C. P. R. Co.	8 March
Vancouver via Shanghai and Japan, &c.	Empress of Japan.	C. P. R. Co.	8 February
Vancouver B.C., and Portland (Or.)	Sithonia.	H. A. L.	23 March

Australia.

Australian Ports via Manila	Coblentz.	M. & Co.	25 January
do do do	Eastern.	G. L. & Co.	1 February
do do do	Nikko Maru.	N. Y. K.	12 February

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem.	J. C. J. L.	Quick despatch
do do do	Tjimbahi.	J. C. J. L.	Quick despatch
Singapore, Penang and Calcutta	Dilwara.	D. S. & Co.	21 January
do do do	Kumsang.	J. M. & Co.	20 January
Singapore, Penang, Rangoon and Calcutta	Hakata Maru.	N. Y. K.	25 January
Bombay via Singapore and Colombo	Rangoon Maru.	N. Y. K.	20 January
Kudat and Sandakan	Borneo.	M. & Co.	20 January
Japan	Tjiliwong.	J. C. J. L.	Quick despatch
Yokohama and Kobe via Shanghai	E. F. Ferdinand.	S. W. & Co.	1 Feb., about
Tsingtau and Chefoo	Shuntien.	B. & S.	20 January
Amoy and Takao via Swatow and Amoy	Sosha Maru.	O. S. K.	22 January
Swatow	Haimun.	D. L. & Co.	19 January
Swatow, Amoy and Foochow	Haiching.	D. L. & Co.	17 January
do do do	Haitan.	D. L. & Co.	21 January
do do do	Haikyung.	D. L. & Co.	24 January
Haiphong	Singan.	B. & S.	17 January
Manila	Yuensang.	J. M. & Co.	18 January
do	Loongsang.	J. M. & Co.	25 January
Manila, Cebu and Iloilo	Taming.	B. & S.	21 January
Manila, Mangarin, Iloilo and Cebu	Zefiro.	S. T. & Co.	17 January
do do do	Rubi.	S. T. & Co.	25 January
Shanghai, Kobe and Yokohama	Magellan.	M. M. Co.	16 January
do do do	O. J. D. Ahlers.	H. A. L.	11 February
Tamsui via Swatow and Amoy	Daijin Maru.	O. S. K.	19 January
Shanghai, Kobe and Moji	Jelunga.	D. S. & Co.	19 January
Shanghai, Moji, Kobe and Yokohama	Somali.	P. & O. Co.	23 Jan., about
Shanghai, Nagasaki, Kobe and Yokohama	Bremen.	M. & Co.	23 Jan., about
Shanghai, Yokohama, Kobe and Moji	Yeddo.	A. N. & Co.	27 January
Shanghai	Tjilatjap.	J. C. J. L.	Quick despatch
do	Tjibodas.	J. C. J. L.	Quick despatch
do	Tjikini.	J. C. J. L.	Quick despatch
do	Assaye.	P. & O. Co.	17 Jan., about
do	Bohemia.	S. W. & Co.	29 January
do	Choyssang.	J. M. & Co.	17 January
do	Anhui.	B. & S.	18 January

Clydebank, were easily first for
marine machinery. The tonnage
vessels launched represents more
than Germany's complete output
last year, and twice that of the
United States. The prospects
for the Clyde during the present
year are extremely good. The
past year closed with practically
every berth occupied, and, bar-
ring labour disputes, another
"record" should be established.The Musicians in the Titanic.
In a letter dated December 19
Messrs. C. W. and F. N. Black,
of 14, Castle street, Liverpool,
musical directors to the White
Star Line, state that the musicians
in the Titanic were insured with
the Legal Insurance Company
(Limited), who took steps to as-
certain the dependants, and in
two cases where dependency was
evident settlements were im-
mediately made. They were
compelled to repudiate certain
claims on the grounds of
"doubtful dependency" and
matters were delayed in con-
sequence. Although the Court
held that no legal liability existed,
the company have made ex gratia
payments to the amount of nearly
£700. Further, £1,555 has been
distributed from a fund organized
by Messrs. Black, and the relatives
have also benefited by a sum of
over £1,200 raised by concerts.Clyde Shipbuilding in the
Past Year.The annual returns of ship-
building and engineering on the
Clyde are now practically com-
plete, and they show the largest
output yet recorded for a single
river in any country. On Clydeside
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1911. Marine engineering had
also a "record" year, the output of
machinery totalling 877,125 in-
dicated horse power, an increase
of nearly 80,000 horse power,
of which the Katsuyama MaruMOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Haiphong.	Hanoi.
Seattle.	Sado-maru.
Shanghai.	Magellan.
San Francisco.	Tenyo-maru.
Macao.	Sui Tai.
Tacoma.	Orteric.
Shanghai.	Assaye.
Shanghai.	Choyssang.
Foochow.	Haiching.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessels
Singapore.	Assaye.
Shanghai.	India (P. & O.)
Sandakan.	Mausang.

AMERICAN MAIL.

The P. M. s.s. Korea, with the
American mail, sailed for this
port from San Francisco via
Honolulu, the usual Japan ports
and Manila on the 27th ult.The P. M. s.s. Siberia, left San
Francisco on the 9th inst., for
Hongkong, via Honolulu, Japan
ports and Manila.The P. M. s.s. Persia, left Yoko-
hama, on the 11th Jan., at 11 a.m.
carrying the United States mails
direct to Hongkong, via Nagasaki
and Shanghai.The T. K. K. s.s. Tenyo Maru,
arrived here from San Francisco
via usual ports on the 10th inst.,
and leaves again on the 17th inst.,
at noon.The T. K. K. s.s. Shinyo Maru,
left Honolulu for Yokohama on
the 10th inst., where she is due
on the 21st inst.The T. K. K. s.s. Chiyo Maru,
left Honolulu for San Francisco
on the 10th inst., where she is
due on the 16th inst.

ENGLISH MAIL.

The P. & O. s.s. Assaye, left
Singapore for the port on the 12th
inst., at 6 a.m., with the outward
English mails, and is due here on
the 17th inst., at about 9 a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigis-
mund, left Sydney on the 11th
inst., at 11 a.m., and may be ex-
pected here on or about the 3rd
February.The E. and A. s.s. Aldenham,
left Sydney on the 15th inst. for
this port, via Queensland ports
and Manila.

GERMAN MAIL.

The I. G. M. s.s. Prinzess Alice,
which left here on the 11th ult.,
at 10 a.m., arrived at Genoa
on the 7th inst., at 7 a.m.The I. G. M. s.s. Goeben, which
left here on the 10th inst., at 6
p.m., arrived at Shanghai on the
13th inst., at 3 p.m.The I. G. M. s.s. Bremen, car-
rying the German mails with
dates from Berlin of the 25th ult.,
has left Colombo on the 13th inst.,
at a.m., and may be expected here
on or about the 24th inst.The I. G. M. s.s. Kleist, which
left here on the 8th inst., at 10
a.m., arrived at Singapore on the
12th inst., at 8 a.m.

MERCHANT STEAMERS.

The Ben Line s.s. Bengloe, from
Leith and London left Singapore
on the 13th inst., for Hongkong.The Barber Line s.s. Shimosa,
sailed from Sabang on the 14th
inst., and is due here on or about
24th inst.The T. K. K. s.s. Hongkong
Maru, left Manzanillo for Salina
Cruz, on the 13th inst., and is due
there on the 16th inst.The I. C. S. N. s.s. Kwongsang,
from Shanghai, is due at Hong-
kong on the 18th inst.The I. C. S. N. s.s. Mausang,
from Sandakan is due at Hong-
kong on the 17th inst.The T. K. K. s.s. Buyo Maru,
left Callao for Salina Cruz on
the 14th inst., and is due to arrive
in Hongkong on the 20th March.The T. K. K. s.s. Kiyo Maru,
left Moji on the 12th inst., and is
due to arrive here on the 18th
inst.The O. S. K. s.s. Chicago Maru,
which left Hongkong on the 27th
November, arrived at Tacoma on
the 27th ult., a.m.The Swedish East Asiatic Co's
s.s. Yeddo, left Suez on the 2nd
inst., and is expected to arrive
here on or about the 27th inst.The s.s. Glenfog, passed the
Suez Canal on the 27th ult. for
Hongkong via Straits.The A. A. S. S. Co's s.s. Inver-
clyde, passed the Suez Canal on
the 7th inst., and is due here on
or about 5th prox.The American & Oriental Line
s.s. Jeseric, which left here on the
1st November for Boston and New
York, arrived at the former port
on the 9th inst.The s.s. Glenroy, passed the
Suez Canal on the 20th ult. for
Hongkong via Straits.

VESSELS IN PORT.

St amers.
Bourbon, Fr. s.s., 997, Levallant,
13th Jan.—Saigon. 8th
Jan., Gen.—Man Fat.
Daijin Maru, Jap. s.s., 900, D.
Fuchigami, 15th Jan.—
Tamsui, Amoy and Swa-
tow 14th Jan., Gen.—O.
S. K.Haiching, Br. s.s., 1,267, Pass-
more 15th Jan.—Foo-
chow, Amoy and Swatow
14th Jan., Gen.—D. L. &
Co.Hanoi, Fr. s.s., 739, A. Marguerite,
14th Jan.—Haiphong 13th
Jan., Gen.—A. E. Marty.Banyang, Br. s.s., 1,206, Cogan,
14th Jan.—Saigon. 9th
Jan., Rice.—B. & S.Hongkong, Fr. s.s., 743, A. Corne-
lien, 6th Jan.—Haiphong
and Pakhoi 4th Jan.,
Gen.—Marty.Jelunga, Br. s.s., 3,363 D. Mac-
fadyen, 15th Jan.—Cal-
cutta, Penang and Singa-
pore 29th Dec., Gen.—D.
S. & Co.Kashig, Br. s.s., 1,143, Lewis,
10th Jan.—Kamranh Bay
7th Jan., Salt.—B. & S.Kumsang, Br. s.s., 2,077, Wheeler,
15th Jan.—Moji 10th Jan.,
Gen.—J. M. & Co.Lysemoon, Ger. s.s., 2,000, O.
Sarh, 10th Jan.—Saigon
5th Jan., Rice.—H. A. L.Machew, Ger. s.s., 995, Zollner,
10th Jan.—Saigon. 4th
Jan., Rice, etc.—B. & S.Northbrook, Br. transport, 2,966,
A. E. Harold, 13th Jan.—Ad-
miralty.Orteric, Br. s.s., 4,105, R. J.
Howie, 14th Jan.—Manila
9th Jan., Hemp & Gen.
—B. L.Pakhoi, Br. s.s., 1,327, Gibbs, 11th
Jan.—Swatow 10th Jan.,
Gen.—B. & S.Pheumph, Br. s.s., Scott, 11th
Jan.—Saigon 5th Jan.,
Gen.—Chinese.Rajaburi, Ger. s.s., 1,189, O. Wolf,
10th Jan.—Bangkok and
Tourane 7th Jan., Rice
and Meal.—B. & S.Sado Maru, Jap. s.s., K. Asakawa,
7th Jan.—Shanghai 4th
Jan., Coal.—O. S. K.Shuntien, Br. s.s., 1,085, Heppell,
7th Jan.—Canton. 6th
Dec., Gen.—B. & S.Singan, Br. s.s., 1,047, Robinson,
14th Jan.—Pakhoi and
Haiphong 12th Jan.,
Gen.—B. & S.Taming, Br. s.s., 1,542, Plunket
Cole, 3rd Jan.—Manila
31st Dec., Ballast.—B. &
S.Tamsui, Br. s.s., 919, W. J. French,
1st Jan.—Swatow 31st
Dec., Ballast.—B. & S.Tenyo Maru, Jap. s.s., 7,263, E.
Bent, 10th Jan.—San
Francisco 13th Dec., Gen.
—T. K. K.Trigonia, Dutch s.s., 1,065, Groen-
dyk, 14th Jan.—Batavia
and Kobe 8th Jan.,
Ballast.—A. P. & Co.Tungshing, Br. s.s., 1,172, Hussey,
13th Jan.—Unhuangtai
7th Jan., Coal.—J. M. &
Co.Yuensang, Br. s.s., 1,128, P. H.
Rolle, 14th Jan.—Manila
11th Jan., Gen.—J. M. &
Co.Cooked Ham, 6140 per lb.
Canned Ham, Pork and Beans
& STANDA OATS CO.

To Sail

FOR SHANGHAI, KOBE AND

MOJI.

THE Steamship

"JEIUNG"
Capt. D. Macfadyen, will be despatched
for the above ports on SATUR-
DAY, the 16th Jan., at 9 p.m.The Steamer has superior accom-
modation for passengers, is installed
throughout with Electric Light and
carries a fully certified doctor.Return tickets are available by the
Indo-China Steam Navigation Co.'s
Steamers. Fare for round trip \$120.
For Freight or Passage, apply to—
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 14th Jan., 1913. [105]

Regular Steamship Service

With Liberty to call at the
Malabar Coast.
Passenger Rates from Hongkong
FOR BOSTON & NEW YORK.
E.S. "LOVAT" } on or about
28th Jan.For Freight and further information,
apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 14th Jan., 1913. [106]

HOTEL LISTS.

Hongkong Hotel.

Adair, Mr. and MacGregor, W. Mrs.
Almond, Mrs. MacLennan, D. G.
Aurely, G. Macdonald, Mr.
Barberini, E. T. Macdonald, Mr.
Bardwell, J. E. N. and Mrs. Neil
Baring, Mr. Macdonald, Mr.
Bartlett, Mr. and Mrs. F. C.
B. G. W. Macrae, Mrs.
Barry, W. S. Marriott, Dr. O.
Bato, E. R. Marriott, C. E.
Beaumont, G. A. D.
Becker, W. H. Matheson, Mrs.
Bell, Mr. and Mrs. R. T. and
C. D. J. child.
Bellis, Mrs. E. Maxstead, Capt.
R. H. R.
Bona, G. A. Mehta, K. B.
Borris, J. Merecki, J.
Boynon, Capt. McKean, Dr. G.
C. R. W.
Bliss, S. C. McKenny, Dr.
Bird, W. D. C. W. & Mrs.
Blanch, Mr. and McNeill, Mr. &
Mrs. N. F. D.
Bretton, H. Melbourne, C.
Ashley
Busch, O. Melcher, J.
Cambridge, A. J. Millard, P. H.
Campbell, A. Moore, R.
Chalkley, Mrs. Admiral
Chalkley, H. F. Mrs. C. B. T.
Chaplin, Mrs. Morris, J.
and maid Mulder, Mr. and
Christie, P. N. Mrs. J. D. F.
Claxton, A. A. Munch, A. H.
Cokely, T. J. Northcombe,
Cowan, Mrs. W. F. D.
Crawston, I. W. Oudenlora, W.
Crocker, Miss F. C.
Curry, G. P. Quinn, V.
Deane, A. G. Pieper
Denison, O. G. Pinkham, L. E.
D'Oottingen, V. Porter, D. D.
Douglass, Mrs. L. B. Pratt, Mr. and
Douglas, Mrs. R. E. Mrs. W. E.
H.
Drew, W. C. Ray, E. H.
Edwards, J. E. Reany, Miss F.
Ehrenfels, Mr. Richardson, Mr.
and Mrs. H. C. S. and Mrs. H. C.
Finlayson, Mrs. Lady H. de
C.
Fisher, H. G. H. de
Fowler, E. A. S. Schiel, Mr. and
Forsyth, Mrs. E. Mrs. S.
Frederick, C. Schiel, Miss
Frederick, Miss Ama
French, Mrs. & Schmoke, W.
child Scanton, J. A.
Fuller, Donnan Shearer, Capt.
Gallus, W. H. C. W.
Garner, C. E. Sibley, J. C.
George, Mr. and Sidford, Mrs.
Mrs. F. J. G. V.
George, Miss Smith, Mrs. S.
Gordon, A. G. T.
Gould, V. Solomon, H. H.
Gould, Mr. and Sutherland, P.
Mrs. J. D.
Gourgey, I. Spittles, Mrs. &
Gratnam, D. M. Mrs. James.
G.
Grimshaw, R. J. Tuson, Lt.-Col.
Hall, Capt. T. P. & Mrs.
Hanna, Dr. J. G. Vormeij, G.
Harbord, W. R. Vollbrecht, E.
Harrison, A. Vollbrecht, Mrs. E.
Haywood, G. R. E.
Herderson, Mr. Wadsworth, Mr.
and Mrs. C. C. and Mrs. C. C.
Hewitt, Hon. E. Wake, Capt. G.
A. C. M. G.
Herdman, A. E. Wallace, W.
Hoffmann, W. Watkins, H.
Hope, E. Webb, Mr. and
Hunt, H. J. Mrs. B.
Innes, Capt. R. Welch, T. C.
Jordi, Mrs. M. Whamond, D.
Joseph, Mr. and M.
Mrs. S. L. White, D.
Judah, Mrs. A. White, R. G.
N. E. Wilkie, Mr. and
Kelly, H. A. Mrs. Allan
Kont, Lt. & Mrs. Winkler, Mr. &
G. H. Mrs. F.
Komer, S. Wood, G. G.
Krusman, A. Wright, Mr. &
Levey, A. Mrs. J. F.
Lloyd, G. T. Young, J. A.
Mackenzie, A.

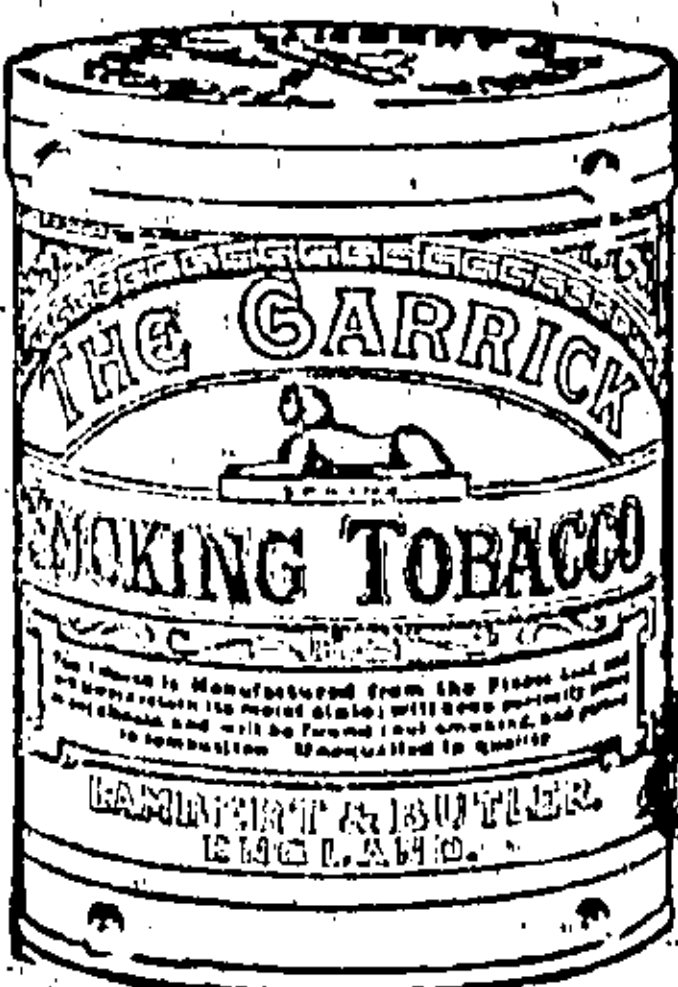
Astor House.

Aguado, F. Hodge, Miss P.
Arnold, J. B. R. L.
Bayley, Mrs. H. Joseph, Mr. and
D. Mrs. S. L.
Birt, L. Juster, W.
Bondon, L. Lanzone, G.
Brun, Mrs. C. L. Linger, Mr. S. L.
Byan, M. Lunge, V.
Chonu, H. V. Lyon, Mrs. W.
Chopard, E. A. S.
Craigie, Miss N. McWharter, H.
Orlinton, Miss V. Morgan, F. E.
Dedoglon, E. Mulder, J. C.
Durban, Mr. and Muller, W. H. G.
Mrs. J. M. Mueso, F.
Feinstein, B. Navarro, M. L.
Hacker, E. J. Norton, A. W.
Hastings, Miss Patten, S.
W. M. Renwick, A.
Hastings, H. Shumway, Miss
E. A. E.
Hill, Miss E. G. Sommers, Mr.
Hodges, Mrs. W. and Mrs. A.
S. Smolt, F.
Goodall, A. Williams, F. E.

Craigieburn.

Adams, Mr. and Cornell, W. A.
Mrs. and 2 Haselfoot, Lt.
children & Mrs.
Caldwell, Mr. & Kydd, Mr. and
Mrs.
Caldwell, Miss Smith, Mrs. G.
Carpenter, Mr. Smith, E. G.
and Mrs. Wood, E. M.
Chinchen, S. J.

Notices



THE HIGH CLASS MIXTURE

ALSO

GARRICK CIGARETTES

Virginia Blend.

OBTAINABLE EVERYWHERE.

TIFFINS! DINNERS!!

\$1 THE BEST IN HONGKONG. \$1
SPECIAL MONTHLY TERMS
FOR FULL OR PARTIAL BOARD.

OUR BREAD, CAKES AND SCONES,
ARE ACKNOWLEDGED TO BE PAR EXCELLENCE.

ALEXANDRA CAFE CO.

TURCO-EGYPTIAN TOBACCO STORE.

JUST ARRIVED A CONSIGNMENT OF AMERICAN
MILK CHOCOLATES. ALSO TURKISH CIGAR-
ETTES, IN BOXES OF 100, 50 AND 20.

Consignees

NORDEUTSCHER LLOYD
BREMEN.
IMPERIAL GERMAN MAIL
LINE.
NOTICE TO CONSIGNEES.
THE Steamship

"GOEBEN"

having arrived, Consignees of Cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
West Point Godowns, whence delivery
may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the
Consignees before noon to-day request-
ing it to be landed here.

No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
17th of Jan., will be subject to rent.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
17th of Jan., at 9.30 a.m.

All claims must reach us before the
24th of Jan., 1913, or they will not be
recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.

This steamer brings Cargo Ex S.S.
"Caboto" from Venice via Port Said.
NORDEUTSCHER LLOYD,
MELBOURNE & CO.,
General Agents.

Hongkong, 10th Jan. 1913. [1044]

INDO-CHINA STEAM NAVI-

ATION COMPANY, LTD.
From CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports
Consignees of cargo by her are hereby
informed that their goods will be de-
livered from alongside.

Cargo, impeding the discharge or re-
maining on board after 4 p.m. the 18th
inst., will be landed at Consignees' risk
and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by—

JARDINE, MATHESON &
CO., LTD.,
Agents.

Hongkong 11th Jan. 1913. [1045]

Grand Hotel.

Agnew, Mr. and Loria, F.
Mrs. Myall, A. T.
Bailey, H. S. Mudie, Mr. and
Bauckham, E. Mrs.
Calvert, F. Paul S.
Cuthbert, Mrs. Pink, Mr. and
George Mrs.
Danmann, J. Reher, Capt.
Davies, H. Roberts, J.
Elsion, J. Sach, Capt.
Fisher, W. Schmitt, L.

Consignees

THE "SHIRE" LINE LTD.
NOTICE TO CONSIGNEES.
FROM EUROPE.
THE Steamship

"CARMARTHENSIRE"

having arrived from the above ports,
Consignees of cargo by her are hereby
informed that all goods are being landed
at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
from the wharves, delivery may be ob-
tained.

Goods not cleared by the 20th Jan.,
9.30 a.m. will be subject to rent.
All broken, chafed, and damaged
packages are to be left in the Godowns
where they will be examined on
20th inst., at 9.30 a.m. Claims against
the steamers must be presented within
10 days of arrival, otherwise they will
not be recognized.

No Fire Insurance will be effected by
us in any case whatever.
Bills of Lading will be countersigned
by—

JARDINE, MATHESON &
CO., LTD.,
Agents.

Hongkong, 13th Jan. 1913. [1063]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship

"ATSUTA MARU"

having arrived from the above ports,
Consignees of Cargo are hereby informed
that their Goods are being landed
and placed at their risk in the Hong-
kong and Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be sorted
(marked by mark and delivery can be ob-
tained as soon as the Goods are landed.
Optional goods will be carried on
unless instructions are given to the con-
signee before Noon, to-day.

Goods not cleared by the 22nd Jan.,
will be subject to rent.
Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Co.'s representatives
at an appointed hour. All claims must
be presented within ten days of the
steamer's arrival here, after which date
they cannot be recognized. No claims
will be admitted after the goods have
left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong 15th Jan. 1913. [1063]

Consignees

TOYO KISEN KAISHA.

THE Steamship

"TENYO MARU."

FROM SAN FRANCISCO, via
HONOLULU, AND JAPAN
PORTS.

The above-named Steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading
for countersignature, and to take im-
mediate delivery of cargo from alongside.

Cargo remaining undelivered on
MONDAY, 18th Jan., at 5 p.m., will
be landed at Consignees' risk and ex-
pense and delivery must then be taken
from Company's Godown.

No Fire Insurance whatever will be
effected.

No Claims will be recognized after
the Goods have left the Steamer or
Godown, and all Goods remaining
undelivered on FRIDAY, the 17th
inst., afternoon, will be subject to rent
and landing charges.

All chafed and otherwise damaged
Cargo to be left on board or Godown
and examination of same to be held on
THURSDAY 16th inst., at 3 p.m.

All claims must be filed on or before
24th inst., otherwise they will not be
recognized.

S. MORIMOTO,

Agent.

Hongkong, 10th Jan. 1913. [1048]

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DUNEDIN"

From GLASGOW, LIVERPOOL

AND STRAITS.

CONSIGNEES of Cargo are here-
by informed that all Goods are
being landed at their risk into the
Godowns of the Holt's Wharf at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be
given before.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
18th inst., will be subject to rent.

All claims against the Steamer
must be presented to the Undersecretary
on or before the 10th prox., or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns
where they will be examined on the 18th
inst., at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by—

DODWELL & CO., LTD.,
Agents.

Hongkong, 13th Jan. 1913. [1048]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG

AND SINGAPORE.

THE Steamship

"JELUNGA"

having arrived from the above ports,
Consignees of cargo are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge of the
vessel will be landed at once, at con-
signees' risk and expense.

Cargo remaining on board after 2 p.m.
of the 17th inst., will be landed at con-
signees' risk and expense.

Consignees of cargo from Singapore
and Penang are requested to take im-
mediate delivery of their goods from
alongside, such cargo impeding the dis-
charge of the Vessel will be landed
and stored at consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 15th Jan. 1913. 1062

G.B.S.'s Nurse.

My father was an Irishman,
and my mother was an Irish-
woman, and both were Protes-
tants, the intensity of whose faith
would have been described by a
large number of their fellow-
countrymen as "sanguinary Pro-
testantism." A large part of my
mother's duties to me were dis-
charged by an Irish nurse—that
nurse was a Roman Catholic,
and she never put me to bed
without sprinkling me with holy
water. I cannot imagine any-
thing that is less worthy to be
laughed at or more touching than
this picture of an Irish Catholic
woman sprinkling holy water—
and you know what holy water
was to her—on a little Protestant
child whose parents grossly un-
derpaid her.—G. Bernard Shaw
at "Private Home Rule" mite
1901.

Spoonerisms.

A city pulpit is perhaps the
last place one would look to for
those linguistic lapses known as
Spoonerisms. Yet on Sunday a
preacher, dealing with the miracle
of the loaves and fishes, conclud-
ed, "and there remained of the
baskets twelve fragments," a
subversion of the sense as well as
of the words. Can it have been
the same divine who once touch-
ingly spoke of the "half-warmed
fishes of the human heart," mean-
ing, of course, the half-formed
wishes? It was in a Glasgow
theatre that Mrs. Lewis Waller,
as an emotional heroine, de-
nounced the villain of the piece
for having made her "a boff and
a Plymouth."—Glasgow News,
1907.

THE KING AND THE PRESS.

Dinner of the Institute of Journalists.

The King caused the fol-
lowing message to be sent
to the chairman of the
London branch of the Insti-
tute of Journalists at its annual
dinner on December 14 in the
Connaught Rooms:—

The King heartily thanks those
London members of the Institute
of Journalists dining together
this evening for their kind mes-
sage of loyalty and good wishes
transmitted by you, their chair-
man. His Majesty fully realizes
how much the general public owe
to those who follow the strenuous
and exacting career of journa-
list and what heavy responsibilities
devolve upon the members
of that great profession.

Mr. Spencer Searle presided, and
Colonel Seely, Secretary for War,
was the chief guest.

The Hon. H. Lawson, M.P., in
proposing the toast of "His
Majesty's Ministers," said that
they looked with wonder and ad-
miration on the manner in which
the power of the Executive Gov-
ernment had been increased
during the past few years.

Colonel Seely, in reply, said
that if ever there was a profession
which it was well should be
banded closely together it was
the journalist's. The journal-
ist's profession was an ardu-
ous one, and they were
all interested to hear the telegram
from the King, showing that their
Sovereign, who was in such close
touch with his people and their
lives, realized how vast a respon-
sibility rested upon the Press. He
wished all success to the Institute,
which sought to lift up and help
forward those who in that respon-
sible and strenuous life fell by the
way. In peace journalists held
every politician in the hollow of
their hand, for they knew all that
he had said in the past. As regard-
ed war, they had immense powers
for good or evil and they could do
infinite harm to the country which
they loved. What should the
State do? Should it attempt to
persuade or attempt to compel?
In England they would persuade
and not compel. (Cheers.) It
would be a dreadful thing if the
Press of England with its high
tradition were to be supposed for
one instant to be at the beck or
call of Downing-street or White-
hall. It was not, and never
would be. They were utterly
and completely independent of all
Governments, and in war-time,
and even in times of peace as re-
garded matters relating to war—
in those difficult matters of sup-
plying truthful information to the
public and not giving undue ad-
vantage to other—they could rely
not only upon the good sense but
upon the patriotism of the British
Press. They could maintain im-
partiality, straightforwardness,
and truth, and at the same time,
avoid disclosing information
which had better not be disclosed
for the advantage of other coun-
tries. They were far on the road to
see that that desirable result was
achieved simply by relying in
that case on the voluntary princi-
ple. As a result of consultations
which were now proceeding he
believed that they would arrive
at a complete solution of all their
difficulties, and when he met
them again that he would be able
to say that they had achieved that
which was apparently an impos-
sible task, of securing the complete
freedom of the State and the ab-
solute independence of the Press.
(Cheers.)

SOLID PETROLEUM FUEL.

Substitute for Coal on Ships.

The question of a solid fuel for
ocean liners in the shape of soli-
dified petroleum is being taken
up of late in Europe. It was
decided quite recently at an im-
portant meeting of shipowners in
London to go into the production
of solidified petroleum briquets
on a large scale.

These are obtained without any
great chemical manipulation. The
crude oil is boiled and to it is
added a certain amount of stearic
acid with an alcoholic solution of
caustic soda. Upon cooling, there is
obtained a transparent mass some-
what resembling glycerine soap,
and it has sufficient cohesion to
allow of making it into square-
shaped briquets. These are easy
to handle, as they are not brittle
nor do they cause dust. Such
blocks have a slow and very regu-
lar combustion owing to their
uniformity of structure. The
weather does not seem to affect
them, and they always remain
clear. Even boiling water is
said to have no effect on the
briquets. The heat production from
them is such that a ton of soli-
dified petroleum serves in-
stead of two and one-half tons
of coal. The great saving of
space on shipboard is evident,
and another point is the great
all-around economy realised for
producing an equal amount of
steam.

Some British naval engineers
studied the question and conclud-
ed that, for a single trip of a
Cunard liner from England to
New York and return, the lowest
figure for the saving would be
£2,000. They also reported the
following points in favour of the
new fuel: 1. No appreciable
modification of the furnaces
or bunkers is needed. 2. The
briquets burn very well in
open furnaces. 3. They have
a very high calorific power. 4.
No inflammable gas is given off
under the action of heat in the
furnaces. 5. They burn slowly
without running of liquid, nor is
there any cracking or explosion.
No ash is left. 6. Their regular
shape facilitates storing, and
there is no space lost. 7. The
briquets harden with time and
reach a great crushing resistance.
8. The range of the vessel will
be much increased, which is a
capital point for war vessels.

From another point of view, it
is held that the navigation com-
panies will be more inclined to
increase the speed of the ocean
liners, since they are able to ob-
tain high steam pressure at a
much less cost for fuel than be-
fore.

The new method appears to be
a promising one, and a great
success is predicted for the soli-
dified petroleum owing to its low
price, and its adoption may prove
to be rapid in the near future,
for liquid petroleum would only
be able to replace coal in a gra-
dual way, owing to the great cost
of changing over furnaces and
bunkers.

THE TURTLE CURE.

Dr. Frederick Friedmann, a
German scientist, claims to have
found a remedy for tuberculosis
with which he has already cured
1,400 patients.

He has been engaged for ten
years past in anti-tuberculosis
research, and he now believes
that his efforts have been crowned
with complete success.

His remedy is extremely simple.
He cultivates a germ in turtles,
and then obtains a serum, which
he injects into the patient's blood
with a needle-syringe. The effect
is that the living bacilli from the
turtle kill every tuberculosis
germ in the patient, at the same
time doing no harm.

Many of his patients have been
cured with but one injection, and
seldom more than two injections
are needed. The only patients
he has failed to cure were those
in whom the illness had already
reached such a stage that they
were too weak to stand the
treatment.

It is generally believed in medi-
cal circles in London that Dr.
Friedmann's discovery, the de-
tails of which are naturally kept
secret, will prove to be one of the
most remarkable of the age. He
was recently visited at his clinic
by an expert from one of the
London hospitals, who has return-
ed to London enthusiastic regard-
ing having made her "a boff and
a Plymouth."—Glasgow News,
1907.

COMMERCIAL.

India's Coal Output.

The small improvement in the
output of coal in India which
took place in 1911 has been well
maintained during 1912, the out-
put having risen from 12,047,413
tons to 12,715,534 tons—a figure
very much higher than that
reached in any year except 1908.
Consequently there has been a
general fall in pit's mouth value
in most of the provinces. In
spite of the increased output
there was a distinct fall, amount-
ing to 14 per cent., in the
quantity of coal exported.

Rahman Tin Output.

The Rahman Tin Co.'s output
during December was 854 piculs.
A New Chinese Insurance Co.
Dr. S. C. Yin, of Singapore, ar-
rived at Penang on Monday, says
the "Straits Echo," to arrange
about the formation of a Fire and
Marine Insurance Company, with
a capital of \$2,000,000, among
the Chinese of the Straits Set-
tlements, F.M.S., Siam, Bangkok
and the Netherland Indies. The
Singapore Chinese have already
subscribed over \$600,000 towards
the proposed company.

Minerals in French Indo-China.

According to the Quinzaine
Coloniale (Paris), the production
of coal in French Indo-China
amounted to 434,045 metric tons
in 1911, compared with 479,596
metric tons in 1910, thus show-
ing a decrease. On the other
hand, the production of zinc ore
is on the increase, the figures for
1911, totalling 28,241 metric
tons as against 22,751 metric
tons in 1910, or an increase of
5,490 metric tons. The produc-
tion of tin and wolfram ore
amounted to 199 metric tons in
1911, as against 225 metric tons
in 1910. It further appears that
a new coal deposit has been dis-
covered in the district of Phu To,
near Tong-King. A good deal of
prospecting for zinc deposits is
going on in various districts.
There is every indication of con-
siderable development in the
future of the mining industry
generally of French Indo-China.

Taiping Tin.

Taiping (Hydraulic) Tin Pro-
perties, Limited, has been formed
to acquire and continue the work-
ing of alluvial deposits of tin
near Taiping, in the State of
Perak, F.M.S., held under Gov-
ernment grants. Sufficient ma-
chinery, together with the neces-
sary plant and buildings, is
already installed and in active
operation to ensure large profits.
The following are given in the
prospectus as the actual monthly
net profits from a portion of the
property worked under the old
conditions for the last six months
prior to taking over:—1912—
April, \$12,231; May \$319
(removing overburden); June,
\$9,208; July, \$21,833; August,
nil (removing overburden); Sep-
tember (22 days), \$11,720, mak-
ing a total for six months of
\$55,332, being an average of
\$1,075 per month, or at the rate
of \$12,900 per annum. The
capital is £80,000, in 2s. shares,
of which 200,000 are now offered
for subscription at par.

Manchester Goods.

Messrs. James F. Hutton and
Co., Limited, advise under date
Dec. 19:—Liverpool cotton: mid-
American, spot, to-day 7.13d.,
last week 7.07d.; do, current
month, to-day 6.87d., last week
6.81d. F.G.F. Egyptian, spot,
to-day 10.05d., last week 10.05d.
New York cotton, spot, yesterday
c.13.10, last week c.13.00. Liv-
erpool stock (all kinds of cot-
ton), 1,080,740 bales this year,
712,730 bales last year; visible
supply (all kinds), 5,851,000 bales
this year, 4,977,000 bales last
year. The strength of cotton
at present lies in the enormous
demand for both textiles and
yarns (a demand which is not
satisfied by the production at its
record maximum), and the com-
paratively moderate excess of
cotton supply over consumption.
Offers continue on a liberal scale

COMMERCIAL.

London Rubber Market.

The East Asiatic Company's Daily Report for Jan. 9 says: The market in London yesterday was easy, with very little enquiry. The closing prices were:—
Hard fine Para spot 4/8
Hard fine Para forward 4/8
First latex crepe, delivery next three months 4/5 1/2
Singapore Produce.

January 9, 1913.
Gambier \$7.00
do (Cuba No. 1) unpecked 13.70
Copia Sundried 11.75
do Mixed 11.20
Pepper, Black 20.20
do White 5 percent 34.00
Sago Flour Sarawak 4.00
do Bruno No. 1 nom.
Pearl Sago 5.50
Coffee Bali 34.25
Coffee Palembang 10 per cent basis 33.00
Tapioca, small flake 7.40
do small flake 6.80
do med. pearl 114.65
Tin 3,200
Opium, China 1,100
Straits 220
Rice, Rangoon White 320
Rice, Siam No. 1 290
do No. 2 290
Petroleum.
Devos's Imp. Brilliant Oil (2 tins) 3.42
Sylvan Arrow Oil (2 tins) 3.11
Fish Brand (2 tins in case) 3.15
Oil (2 tins) 3.15
Lamp Glass (2 tins in case) 3.15
(superfine) (2 tins) 3.05
Langkat's (2 tins in case) 3.05
Dragon (2 tins) 2.95
Brand (2 tins) 2.95
Bulk Oil per drum of 4 galls 2.55
Crown Oil (2 tins) at 2.75
Turpene per tin 4 gallons at 2.60
Home Tea Import.
Messrs. Wm. Jas. and Hy. Thompson's Weekly Circular (December '20) advises:—The calendar year closes with a somewhat better market and an improved outlook. Moderate supplies in January are foreshadowed in latest export figures from Northern and Southern India and also from Ceylon, those for the first-named being collectively 6,250,000 in deficiency. Some of this will be recovered. In the meantime home consumption shows some tendency to respond to a lower range of prices. Sales will be resumed on 6th proximo. China—Arrival: Nankin, 448 packages and 1,406 in transit. Public sales amounting to about 2,000 packages were held; the greater part, however, was withdrawn. Privately there is little change of report, and prices remain about steady; a few parcels of Fine Keemans have changed hands and Common Congous continue saleable at about previous rates. Java.—Offerings during the week 6,895 packages, against 3,439 packages last year. Total from Jan. 1 to date 212,701 packages, against 123,473 packages last year. There was a good demand for all fine and useful medium grades, previous rates being maintained, but common descriptions showed a slight decline on last week's prices. The best averages were:—Gospara, 94d.; Tjidap and Tjiboegel, 84d. The average for the whole sale on Garden account is 74d. per lb., compared with 83d. per lb. a year ago.

Notice

G. R.

IT IS HEREBY NOTIFIED that sealed tenders, which shall be clearly marked "Tender for Lease of part of Old Supreme Court Building," will be received at the Colonial Secretary's Office until noon of Friday, the 24th January, 1913, for the lease of certain rooms on the Ground Floor and in the Basement of the Old Supreme Court Building.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of Five hundred dollars (\$500) as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained should the tender be accepted.

Particulars of the terms of lease, &c. may be obtained on personal application at the Office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

W. CHATHAM,
Director of Public Works.

Public Works Office,
Hongkong, 18th Jan., 1913. 1051

Public Companies

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's OFFICE, VICTORIA BUILDINGS, on Monday the 27th, January 1913, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st, December 1912.

THE REGISTER of the SHARES of the Company will be CLOSED from Monday 20th to Monday 27th January, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
E. BRUCE SHEPHERD,
Acting Secretary.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY FIFTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on Monday the 27th January 1913 at 11.45 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st, December, 1912.

The Register of Shares of the Company will be closed from Friday 17th to Monday 27th, January 1913 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. MORT COTE,
Acting Secretary.

the Hongkong Land Investment & Agency Co. Ltd.
General Agents for the
West Point Building Company Ltd.

NOTICE.

THE CHINESE ENGINEERING & MINING CO., LTD.

(Incorporated 27th June 1911).

NOTICE IS HEREBY GIVEN that the Share Certificates and the Share Warrants to Bearer of the old Company can now be exchanged for those of the new Chinese Engineering and Mining Company, Limited.

The Registered Certificates will be exchanged at the Transfer Office of the Company No. 26 Austin Friars, London, E.C., and may be lodged at the Office of the Company in Tientsin to be forwarded to London for this purpose.

The Share Warrants to bearer of the old Company can be exchanged at the Office of the Company in Tientsin. The Share Warrants with Coupons Nos. 19 and 20 attached must be left at the Company's Office for examination, and if found to be in order the Share Warrants of the new Company will be ready for delivery after 28 days or as soon thereafter as possible on payment of the charges incurred by the Company.

By Order of the Board,
W. S. NATHAN,
Agent & General Manager.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that the TWENTY FIFTH ORDINARY MEETING OF SHAREHOLDERS in this COMPANY will be held at the COMPANY'S OFFICE, VICTORIA BUILDINGS, on Monday the 27th, Jan., 1913, at noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st, December 1912.

The Register of Shares of the Company will be closed from Friday 17th to Monday 27th, January 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. MORTCOTE,
Acting Secretary.

NOTICE.

MR. EMIL HOEFT has this day been admitted a partner in our firm.

Mr. C. H. ROGGE and Mr. ERNST LUND have been authorized to sign our firm per pro signature from this date.

Mr. F. HUBBE having left our firm, his authority to sign per pro signature has ceased.

SIEMSSON & Co.,
Hongkong, Canton, Shanghai, Hankow, Tientsin, Taichang.

Hongkong, 1st Jan., 1913. 1046

Entertainments

THEATRE ROYAL

RETURN VISIT OF THE EMINENT ACTOR,
ALLAN WILKIE
AND FULL LONDON CO.

TO-NIGHT.

Mrs. WARREN'S PROFESSION

JANUARY 17th

TRILBY.

Curtain at 9.15 p.m. Sharp.

LATE PEAK TRAM.

Booking at MOUTRIE'S

BOXING!

BOXING!!

BOXING!!!

Programme of fights, etc., to be promoted at the

THEATRE ROYAL.

HONGKONG.

JANUARY 18, 1913

by

HARRY KELLY.

For the

MIDDLEWEIGHT CHAMPIONSHIP OF THE ORIENT.

15 ROUNDS.

And a Side Stake of \$500.

Jack Cordell (Holder)

Gnr. T. Evans,

(Middle and Heavyweight Champion of Wales (Challenger).)

For the

BANTAM AND FEATHERWEIGHT CHAMPIONSHIP OF HONGKONG.

10 ROUNDS.

Pte. Smith, (D.C.L.I.) (Holder),

"Iron" Bux,

(ex-Bantam and Featherweight Champion of Hongkong).

For the

WRESTLING CHAMPIONSHIP OF HONGKONG.

Seamen Hertsch, (D.M.S. Officer)

Morris Sandberg, (Chicago)

(Middle and Heavyweight Champion of the U.S. Navy)

Best 2 out of 3 Falls.

Catch-as-Catch-Can Style.

For a

SIDE STAKE OF \$100.

6 ROUNDS.

"Joe" Dean, (U.M.S. Kent)

Gnr. Edwards, (R.G.A.)

LIGHTWEIGHT

6 ROUNDS.

Pte. Humphreys, (D.C.L.I.)

Seaman Page (D.M.S. Minstrel)

(Commenced at 9 p.m. sharp.)

Ringside Seats, \$5.00, Stalls, \$3.00

Pit, 2s.00.

Soldiers and Sailors half Price to the Pit.

Booking at MOUTRIE'S and the GRAND HOTEL.

BIJOU.

9.15 PROGRAMME 9.15

The Great Dramatic Picture.

GREED FOR GOLD

GREED FOR GOLD

The Scream of Laughter

MAX LINDER

AND THE TELEPHONE LADY

MISS DOLLY SWIFT

MISS ADA ROWLEY

MISS GLADYS SPENCER

In New Songs and Dances

Coming:—The Mysteries of Paris

(From The Great Work by Eugene Sue)

7.15 PICTURES ONLY 7.15

VICTORIA THEATRE.

7.15 P.M. 9.15 P.M.

Great Success of

DOLLY MAHER

and the two

GIBSON GIRLS.

NEW PICTURES.

Return visit of our old friends

THE HUGHES COMEDY CO.

will open on

SUNDAY, JANUARY 19

in

THE GRAFTERS.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York.
London Office:—30, Bishopsgate, E.C.

BRANCHES:—

Bombay Calcutta Canton Cebu Colon Hongkong Shanghai Yokohama
Kobe Manila Panama Peking San Francisco Singapore

Capital and Reserve:—\$700,000,000 (Gold)
about \$1,400,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

DEPOSITS RECEIVED, fixed for any year at 4 per annum, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 17,500,000

Head Office.—YOKOHAMA.

Branches:—Antung-Hsiao

Bombay

Calcutta

Changchun

Dairen

Fengtien

Harbin

Hankow

Honolulu

Kobe

Liao-Yang

London

Lyons

Agencies at:—Nagasaki

Newchwang

Osaka

Peking

Ryoun Port

(Arthur)

San Francisco

Shanghai

Tientsin

Tokyo

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

MR. EISHI ONO,
Manager.

Hongkong, 11th Jan., 1913. 18

Public Companies

FOR SALE.

THE REMAINING PORTION OF MARINE LOT 285 a North Point in LOTS to Suit Purchasers.

For particulars apply to

PERCY SMITH, SETH & FLEMING

Liquidators.

GEO. FENWICK & CO., LTD

(In Liquidation).

Hongkong, 11th Jan., 1913. 1647

NOTICE.

THE EUROPEAN STAFF OF PEAK TRAMWAY CO wish to thank the Europeans of the Hongkong & Shanghai Bank for their Christmas Presents also the 6 Gentlemen Residents of the Peak for their Christmas presents. Total \$105 50 cents.

PEAK TRAMWAY EUROPEAN STAFF.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,350,000.)

Loans and Mortgage of Home Property &c.

Funds received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

Rate and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLIS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 19th March, 1908

Madeira and Fruit Cakes 50 and 60 cents per lb. Wedding and Birthday Cakes from \$1.00 per lb.

ALEXANDRA CAFE CO.

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION

PAYMENT CAPITAL \$11,000,000
RESERVE FUNDS 12,000,000
Sinking Fund 17,000,000
SILVER 22,000,000

RESERVE LIQUIDITY OF FUND:—\$12,000,000

COUNT OF DIRECTORS:
K. Shilling, Esq., Chairman
H. H. Arnold, Esq., Deputy Chairman
S. H. Dodwell, Esq., W. L. Patterson
G. G. Graham, Esq., J. A. Fummers, Esq.
G. R. Langtry, Esq., Mr. M. H. H. H. H.
G. R. Langtry, Esq., H. A. H. H. H.

CHIEF MANAGERS:
Hongkong—N. J. STARR.
Shanghai—A. G. STARR.

LONDON BRANCH—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 1 per cent.
On Fixed Deposits:

For 1 month, 1 1/2 per cent. per annum.
For 3 months, 2 per cent. per annum.
For 6 months, 2 1/2 per cent. per annum.
For 12 months, 3 per cent. per annum.

N. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed in the minimum monthly balances at 2 1/2 per cent. per annum.

Depositors may transfer at their option amounts of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,650,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager.

Hongkong, 11th April, 1912. 22

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up...Sh. Tael 7,500,000
Head Office.—Shanghai.
Board of Directors—Berlin.

Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe
Peking Singapore Tientsin
Tainanfu Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

